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Hongkong, 1st September, 1910. [a39]

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Kowloon, 3rd April, 1912. [536]

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The Daily Press.

HONGKONG, APRIL 20TH, 1912.

HAWAII is just now in a ferment over a question as to whether Mr. Frazar, who four years ago was promoted from Chief Justice to Governor, should be reappointed to the executive chair. His opponents say that the country is in danger of being controlled by Japanese and Chinese votes, and some very interesting information is added in proof of this. The census of Hawaii in 1910 shows 98,211 Japanese and Chinese, out of a total population of 191,909, of which 21,698 are Chinese. Of the total population, 98,156 are native born, i.e., born within the United States or its possessions. Of that number, 19,899 are Japanese, and 7,195 Chinese, making a total of 27,094 Asiatics entitled to American citizenship, out of a total of 98,156—equalling about one-fourth of the native born American population. In 1900, Asiatic native born citizens represented about one-eighth of the total number of native born American citizens. In another decade, says Governor Frazar, in his report of June 30, 1911, the majority of Japanese and Chinese will probably be native born. Besides the foregoing, there are large numbers of Japanese children born in Hawaii that have returned to Japan, but practically all of them equipped with birth certificates, verifying their rights to American citizenship, and who, evidently, cannot be prevented from returning and exercising the rights of American citizenship, if they

all probability there will be enough male Japanese and Chinese born in Hawaii, come of age, to constitute a clear majority of the electorate. It is scarcely to be expected, however, that the American Government will be content to allow the political, as well as the industrial control of the islands to be gained by the Asiatic population, and so it is argued that unless an immediate change is made in the policy of the administration which has encouraged this development "Hawaii will be deprived of her charter and status as a territory, and reduced to a Commission Government, and 75,000 genuine American citizens deprived of the vote and reduced to a status of political vagrancy on the plea that only in that way can Asiatic political control be broken in Hawaii, without committing any act of discrimination of which Japan can complain." The complaint made against the administration is that Americans are not encouraged to settle in the islands. Many, since annexation, have gone to the islands with the intention of engaging in industrial disputes, but, "finding that their prosperity would depend largely upon the goodwill of those in charge of adjacent plantations, in fact to such an extent that they would not injure their business and social prospects by so doing, have returned at once to the mainland, with the conviction that Hawaii was no place for a poor man. Some have stayed and taken up homesteads and kept them long enough to obtain patents, and then sold out to the plantations or other large land owners, and returned to the mainland." We do not gather from all the literature on the subject any clear idea as to how Asiatic control which is said to be threatening the islands can be averted by any measures, short of a "Commission Government," that would not invite the serious opposition of the Asiatic Governments, the interests of whose subjects would presumably be prejudiced thereby. It is obviously only by measures aiming at the exclusion of the Asiatic that an "environment" could be created which would stop American families "leaving comfortable livings in Hawaii for the Pacific Coast." Having regard to the conditions existing when Hawaii was annexed to the United States, the creation of the desired "environment" is scarcely feasible. The more the territory is developed the larger will be the demand for labour on the plantations, and since it is vain to hope for American labour the planters, be they American or Asiatic, must depend upon the labour of the Asiatic. Hawaii, we are told, is larger than Connecticut and Rhode Island combined, and incomparably more fertile. She produces fifty million dollars worth of wealth a year, and that amount can be doubled under healthful and stimulating conditions. The natural conditions there are such as to make it entirely practicable to develop a population of five hundred thousand people of the right kind. No doubt this is true, Hawaii has been well called "the paradise of the Pacific." Its climate is ideal and the possibilities of agricultural development are doubtless great, but we are afraid the American population of Hawaii will have to reconcile itself either to the growing power of control of the Asiatic in the islands, or, in the alternative, to a system of Government akin to that which obtains in British Crown Colonies.

The German mail of the 20th March was delivered in London on the 18th April.

The Bandmann Opera Co., which has had a highly successful season in Hongkong, give their final performance at the Theatre to-night, playing "Peggy."

The new China apparently is to have a Poor Law for we see it stated that it is proposed to establish two poor houses at Hankow, one for men and one for women. Taxes will be levied from the wharves and boats for their support.

A marriage has been arranged between Captain John Bois, The King's Own Regt., elder son of J. C. Bois, of "Kingslyn," Upper Norwood, late of Shanghai, and Edith Norah, younger daughter of C. C. Beardsley, of Ulverscroft, Virginia Water.

The famous oil-fuel steamer *Selandia*, belonging to the East Asiatic Company, was due in Singapore last Sunday. She reached Penang from Genoa in 25 days, and is reported to have "behaved splendidly." On one day she covered 300 knots. "The Captain and officers are thoroughly pleased with her."

POLO.

The final game of the tournament will be played at 4.45 p.m. to-day, at Causeway Bay, between the K.O.Y.L.I. and the R.G.A.

TENNIS.

The Chinese Recreation Club play a friendly tennis match with the Civil

CHIEF JUSTICE OF HONGKONG.

APPOINTMENT OF THE HON. MR. REES DAVIES, K.C.

We are officially informed that H.M. The King has approved the appointment of Hon. Mr. William Rees Davies, K.C., to be Chief Justice of Hongkong on the retirement of Sir Francis T. Pigott, Kt., with effect from 1st May next.

Mr. William Rees Davies was born in 1863 and is the eldest son of the late Sir William Davies who was for many years M.P. for Pembrokehire and a Justice of the Peace and Deputy Lieutenant for that County. He was Educated at Eton and Trinity Hall, Cambridge where he took the B.A. degree in 1885. He studied in the Chambers in the Temple of Mr. William Graham, then standing counsel for the *Times* newspaper and one of the most prominent junior barristers on the Common Law Side at that time, and he was called to the bar at the Inner Temple in 1887. He joined the South Wales Circuit and for some years he was engaged as Counsel for the Treasury in important criminal cases on that Circuit. In 1892 on the retirement of his father, Mr. Rees Davies was returned to Parliament for his native county of Pembroke by a majority of eleven hundred votes after a stiffly contested election, his opponent being Sir Charles Phillips, who on three previous occasions had unsuccessfully attempted to wrest the seat from his father. In the general election of 1895 he was again returned by a large majority. Throughout his career in the House of Commons, in which he frequently took part in debate, he acted, in conjunction with Mr. Lewis Harcourt the present Secretary of State for the Colonies, as Private Secretary to the late Sir William Harcourt, who from 1892 to 1896 was Chancellor of the Exchequer and succeeded Mr. Gladstone as leader of the House of Commons when Lord Rosebery became Prime Minister. In 1898 Mr. Rees Davies was appointed, on the recommendation of Mr. Chamberlain, Attorney-General of the Bahamas Islands, where he enjoyed "a large private practice and acted for a time as Chief Justice." In 1902 he was promoted, on the recommendation of Mr. Lytton, to be King's Advocate in Cyprus, an island of great antiquarian interest which is mainly subject to Turkish law, and where owing to the mixed population of Turks and Greeks justice is administered by mixed tribunals of English, Turkish and Greek Judges. In 1907 he was appointed Attorney-General of Hongkong and shortly after his arrival he conducted the prosecution of the notorious criminal Aedefts, who was condemned to death and executed for the murder of an unfortunate American woman in one of the chief hotels in the Colony. Mr. Rees Davies, who was appointed a King's Counsel in 1908, has already acted as Chief Justice for a period of eight months during the absence on leave of Sir Francis Pigott in 1909 and 1910, and he then tried amongst other important cases the record action of Li Chek Hung v. Li Chek Pang which occupied the court no less than 54 days in hearing and in which all the counsel in the Colony were concerned. He is a Justice of the Peace and Deputy Lieutenant for Pembrokehire and in the latter capacity he visited last year the installation of H.R.H. The Prince of Wales at Carnarvon. He is also a magistrate for Haverfordwest.

THE L.R.C. AND SUNDAY TENNIS.

A largely attended meeting of members of the Ladies Recreation Club was held at the City Hall yesterday to decide the vexed question as to whether the Club should be opened on Sundays or not. Mr. C. Montague Ede occupied the Chair, and on behalf of the President (Mrs. Addison) put forth in a long speech the arguments for and against the proposal. He remarked that, with three exceptions, the members who signed the requisition were members of two years' standing or less, and he added that intimation had been received from many other members that if the resolution were carried they would resign. Mr. Ede pointed out that to open the Club on Sundays would involve extra expense and he reckoned that that those members who desired to play on Sundays would need to provide an additional sum of \$740 per annum. Finally he pointed out that when application was made to the Government for the ground it was asked that it should be held on the same tenure as the Cricket ground and the Racecourse. In view of the fact that no play was permitted on the Cricket ground and no racing allowed on the Racecourse on Sundays, it was a highly debatable point as to whether the Government would permit play on the L.R.C. ground on Sundays having regard to the form of application.

The resolution in favour of Sunday opening was proposed by Mrs. Hunter and seconded by Mrs. Nesbit and was put to the meeting, without discussion.

Twenty members voted in favour of the resolution and thirty-nine against it. The

SUPREME COURT.

Friday, April 19th.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ
(PUNISHING CASE).

A SHIPPING TEST CASE.

His Lordship delivered judgment in the case of the *Indo-China Steam Navigation Company v. Mr. H. P. Robinson*, which was heard on April 18th.

His Lordship said—This is a claim by a shipping company to recover from the defendant, an officer in the *Mercantile Marine*, the sum of \$276.08, being the equivalent of 298 8s. advanced by the plaintiff company to the defendant for his passage money from London to Hongkong. The plaintiffs sue upon an agreement in writing in the following terms:—"I hereby agree to enter the service of the *Indo-China Steam Navigation Co.* as third officer at a monthly wage of £20 per month, such pay to commence upon signing articles at Hongkong. This amount to be increased to £13 after six months' service. The cost of the passage out, £28 8s., to be advanced by the Company and to be refunded by me at the rate of £3 per month for the first six months, and then at an increase in proportion to the pay until the balance is paid off, and I further agree to remain in the Company's service for at least twelve months from the date of signing Articles in Hongkong. I agree to sail per *ss. Foreke* leaving Southampton on the 30th August, 1910.—Yours faithfully,

(Signed) H. P. ROBINSON.

There are alternative claims for money lent and for money paid at the defendant's request.

This, I take it, a test case, the object being to try the validity of the agreement under which the advance was made. It appears that the plaintiff company usually engages its officers in London on an agreement in this form, paying on their behalf the cost of the passage out to Hongkong. I rather gathered that the recovery of this advance is not always pressed for: the matter depending perhaps on the length of time the officer remains in the Company's service. But that after all is not a material point. In this case action was not taken until the defendant had resigned his post after serving twelve months. He admits that the plaintiffs made this payment on his behalf. The question is now whether they can recover. The defence is to the effect that the contract of service, good at Common Law, is made void by the special statutory enactments which govern the engagement of seamen. The first point is that the agreement is illegal as not being in a form approved by the Board of Trade.

Secondly, it is urged that section 115 of the Merchant Shipping Act as to running agreements applies and that this agreement is contrary to sub-section 5 of that section. Thirdly, it is said that the advance is irrecoverable under section 140 (2) of the Act, and again that section 163 (3) applies, and the defendant is not bound by the agreement. It was also urged that the general policy of the Act as a whole is adverse to such advances which are contrary to its spirit. The law of this Colony relating to the *Mercantile Marine* is found in the Merchant Shipping Order of 1899, and in certain portions of the Imperial Act which have local application. By section 41 of the M.S. Ordinance, 1899, so much of the provisions of the M.S.A. 1894 and of any acts amending the same, which are in force in England and are inconsistent with the provisions of the Ordinance, are repealed, so far as they relate to ships registered in the Colony, but in all other respects the provisions of the M.S.A. 1894, and of any acts amending the same which are in force in England, shall be in force in this Colony. This is a broad general enactment. Then sections (2) (3) and (4) read as follows:—(1) Give the material portions only: (2) No seaman shall, except with the sanction of the Harbour Master, be shipped to do duty on board a British ship elsewhere than at the *Mercantile Marine* Office. (3) The master of every British ship ... shall enter into an agreement with every seaman whom he engages in this Colony and carries to sea as one of his crew, in the form and manner provided by the Merchant Shipping Act, 1894. (4) If the master of any such ship carries any seaman to sea without entering into an agreement with him in accordance with the last preceding sub-section he shall be liable to a penalty not exceeding \$50. These sub-sections form an extension to the Colony of the special provisions relating to the engagement of seamen which are in force in England. Now, coming to the first point of the defence, I will say at once that section 113 (1) of the Act has no application here, for the simple reason that the defendant was not, in the words of the section, "carried to sea as one of the crew from a port in the United Kingdom." He left England as a passenger on a mail steamer and his duties as a seaman did not commence until after he had landed in Hongkong. So far, then, the agreement is untouched by the Act. Did, however, the agreement become bad—its form is certainly not in accordance with the requirements of section 5 (3) of the local Ordinance—when the defendant shipped in Hongkong? In my opinion it did not, and for the very simple reason that this was not the agreement under which he shipped. The contract put in provides for articles being signed in Hongkong, and it is in evidence that articles were in fact entered into in due course. The law requires for the protection of the seaman a special form of shipping agreement. If this exists and is regular and in order, the law has nothing to do with the other agreements he may choose to make, as far as any rate as the mere form is concerned. If, however, an agreement, though not formally void, contains stipulations which are

they are inconsistent with the terms of a statute (the *Mercantile S.S. Co. v. Hall* 1899, 2 K.B. 483) then those stipulations are invalid. Now the agreement sued upon has a stipulation that the defendant shall serve for at least twelve months from the date of signing articles in Hongkong. By section 5 (3) of the local Ordinance agreements made by masters with seamen in the Colony must be made in the form and manner provided by the M.S. Act, 1894. Section 114 of the Act provided that the agreement shall contain *inter alia* "as far as practicable the duration of the intended voyage or engagement, or the maximum period of the voyage or the engagement."

There is no limit of time and I learn that the practice of the Harbour Office is to admit engagements for two or three years. But sub-sections 5 and 3 of section 115 are as follows:—(5) The agreements may be made for a voyage, or if the voyages of the ship average less than six months in duration may be made to extend over two or more voyages, and agreements so made to extend over two or more voyages are in this Act referred to as running agreements:—(6) Running agreements shall not extend beyond the next following thirtieth day of June or thirty-first day of December, of the first arrival of the ship at her port of destination in the United Kingdom after that date, or the discharge of cargo consequent on that arrival. The practice of the Harbour Office is in the case of agreements to serve on vessels engaged in the local trade to limit the period of service to a maximum of six months in accordance with sub-section (6). I think that this practice is correct and that section 115 now applies here. Now the argument for the defendant was as follows:—The vessels of the plaintiffs are engaged in the local trade, and the average length of a voyage being less than six months, their agreements must be running agreements and are limited to a duration of six months. The defendant on his arrival in Hongkong shipped under such an agreement and on its expiration he entered into another similar agreement for a period of six months. Even if section 115 does not govern the contract sued on, yet as the section limits the agreement in the articles to a period of six months it is not competent for the seaman to make another contract for a longer period. If, however, he makes such a contract, it is inconsistent with the section and is therefore bad. Otherwise the provisions of section 115 (6) would be a dead letter and would afford no protection to the class of persons for whose benefit they were enacted. Now I think there is much force in the contention. It was urged for the plaintiffs that although the seaman's service under the articles is limited by this section, that is merely because he incurs special liabilities under the articles, in respect, e.g., of desertion or refusal to do duty. These liabilities, they say, the legislature was unwilling to impose on him for longer than a maximum statutory period. This objection would not apply to a collateral agreement at Common Law, the only remedy for a breach of which would be a civil action. But the argument seems to me unsatisfactory. There is no doubt that it is the policy of the Act to protect the seaman, sometimes as much against himself as against his employers. If on certain voyages the law forbids him to bind himself under the articles for more than six months, I fail to see why he should be allowed to bind himself for a longer period by private contracts. True, the remedy for breach is a civil action for damages, but it must not be forgotten that in some jurisdictions, notably in this Colony, a man may be taken to prison for a civil debt. On the whole, I think the stipulation for a service of twelve months could not be enforced against a defendant on an agreement where section 115 applied. But the point, however, altogether conclude the point. There is no express mention in the agreement sued on of the nature of service to be undertaken. True, the plaintiff's vessels are mostly engaged in coastal trade, and, of course, the agreement eventually made in the articles was a running agreement, but this in itself does not make the agreement sued on bad on the face of it. It was not set up for the defendant that the plaintiffs are limited by their memorandum of association to coastal voyages. I have no evidence on that point and I cannot therefore assume that it will be *ultra vires* for the company to send a vessel or vessels on voyages of greater duration than six months.

Should they decide to do so, an agreement for service of twelve months or more might be perfectly valid. Under the special circumstances of this case I have said that I think that the agreement for twelve months' service could not have been enforced against the defendant. But that is not the issue, for he has in fact completed the service agreed on. The question is whether the enforcement of this stipulation had been chosen to do so makes the whole agreement bad. In my opinion it does not. I am inclined to think that this agreement, which, as I have said, is good on the face of it, might even in the circumstances of this case have been good as a contract to serve for six months. But if I am wrong on this point and the contract of service is illegal, and therefore void, even then I think that this part of the contract is severable from the rest. There is the promise to serve, consideration of which is the promise to engage and to pay wages at a certain rate. There is again a promise to repay money advanced—that is, on an executed consideration. The promise to repay is separate from the contract to serve and is founded upon consideration which is perfectly good and legal. On the second point, then, I think the defence fails. I come now to the third point, that his advance is irrecoverable. The matter of seaman's advances was dealt with by Parliament as early as 1845. It was provided by 8 and 9 Vic. Cap. 116, entitled an Act for the Protection of Seamen, section 7, that no advance should be given or advance of wages made to any seaman until after the ship's articles had been duly signed. All payments of

the amount thereof recoverable by the seaman as if they had not been paid or advanced. This section was repealed by the *Mercantile Marine* Act of 1880, which regulated the form of advance notes and provided that no advance of wages should be made or advance note given unless the agreement contained a stipulation for the same and an accurate statement of the amount. If any advances were made or advance notes given in breach of these provisions the wages should be recoverable as if no such advance had been made, and no party should be sued on such advance note unless he was a party to such breach. The Merchant Shipping Act of 1884 provided, section 149, that the articles should be so framed as to admit of stipulations as to advance and allotment of wages. Section 148 of the Act regulated allotment notes, but there is no specific provision, or mention of advance notes in this Act. Then came the Merchant Seamen Act of 1889, which by section 2 (1) made void all agreements whatever for the advance of wages, conditional on going to sea. The section further provided that no money paid on such documents should be deducted from wages and that no person should have right of action, suit, or set-off in respect of any money so paid. This section was repealed by the Merchant Shipping Act of 1889, and the terms of section 2 of that Act are substantially reproduced in section 140 of the Act now in force. Section 114 (3) of the present Act is as follows:—The agreement with the crew shall be so framed as to admit of such stipulations to be adopted at the will of the master and seaman in each case whether respecting the advance and allotment of wages or otherwise as are not contrary to law. Then comes section 40, which provides 1 (a):—"Where an agreement with the crew is required to be made in a form approved by the Board of Trade, the agreement may contain a stipulation for payment to or on behalf of the seaman conditionally on his going to sea in pursuance of the agreement of a sum not exceeding the amount of one month's wages payable to the seaman under the agreement, and (b), stipulations for the allotment of a seaman's wages may be made in accordance with this Act, save as aforesaid an agreement by or on behalf of the employer of a seaman for the payment of money to or on behalf of a seaman, conditionally on his going to sea from any port in the United Kingdom, shall be void, and any money paid in satisfaction or in respect of any such agreement shall not be deducted from the seaman's wages, and a person shall not have any right of action, suit, or set-off against the seaman or his assignee in respect of any money so paid, or purporting to have been so paid." The law has of course been modified from time to time. As it now stands the agreement may contain a stipulation for payment conditional on going to sea of not more than one month's wages. Does this section apply to Hongkong so as to render void any agreement for payment of a larger amount where the seaman is to ship in this Colony? In my opinion it does not. The matter is, I think, concluded by the judgment of the Divisional Court in the case of *Ritchie v. Larsen*, 1899, 1 Q.B. 727. The Court held in that case that by the terms of section 124, section 140 applied to agreements made abroad; but that sub-section 1 (a) does not make the agreement void if the stipulation is for a sum exceeding a month's wages, for the reason that the prohibition contained in sub-section 2 is confined to agreements made in port of the United Kingdom. Now section 5 (2) of our Ordinance is the substantial equivalent of section 124 of the M.S.A., and it follows therefore that the prohibition of section 140 (3) does not apply in this Colony. The third point taken for the defence therefore fails. But it fails also, I think, for another reason, which is, that this agreement does not fall within the section at all, as it is not for an advance conditional on going to sea; it is not an advance note in the accepted meaning of those words. An advance note in typical form is given in the report of the case of *Ritchie v. Larsen*. Another is set out in the case of *Bellamy v. Lunn*, 4 Asp. M.C. 348, and there are other examples in the older reports. I come next to the fourth point for the defence, which was, that this agreement is an assignment or sale of wages under section 163 (b). I am of opinion that this contention fails, as does also the suggestion that the agreement might amount to an allotment of wages. The matter seems so clear that it is unnecessary to discuss it at any length. The points for the defence have therefore failed, and I must give judgment for the plaintiffs with the costs of the action.

Mr. Ruse asked that payments by instalments might be accepted, and Mr. Davidson said his clients would have no objection. It was a test case, and they would not take advantage of the decision in their favour.

HONGKONG SHARE MARKET.

Messrs. Vernon and Smyth in their weekly share report dated April 18th state:—

The market for local investment stocks opened firm in the beginning of the week under review, but closes with a quieter tendency, rates, however, with few exceptions being well maintained. Sterling "Rubbers" and other London stocks close easier, due doubtless to the realization of securities by underwriters to meet *Titanic* losses. The closing quotation for Fine Hard Para Rubber in London is 4/10½ per lb., and the tone of the market quiet. At the London Rubber auction held on the 17th inst., 700 tons of Plantation Rubber was sold, realizing 5/1 to 5/3 per lb. The open market rate of discount is easier at 3½ per cent., the Bank of England rate remaining at 3½ per cent. Bar Silver closes at 27 5/16 spot, 27 7/16 forward, and Sterling T.T.

THE "TITANIC" DISASTER.

GRAPHIC NARRATIVE BY
SURVIVORS.MAGNIFICENTLY HEROIC BEHAVIOUR OF CREW AND
PASSENGERS.

[THROUGH REUTER'S AGENCY.]

Full details have now been received of the terrible disaster. The telegrams which reached us early yesterday morning stated that the "Carpathia," though easily within the zone of wireless telegraphy, remained, for some inexplicable reason, "obstinately silent." Beyond sending the names of the survivors, she refused to reply to wireless enquiries, even a message from President Taft asking for information being unanswered. From the telegraphed list of names it appeared certain that neither Mr. Hays, the railway magnate, nor Colonel Astor have been saved.

ARRIVAL OF SURVIVORS AT NEW
YORK.

LONDON, April 19th.

The *Carpathia* arrived at the pier at 3.37 in the evening. When the steamer arrived, there were a thousand relatives and friends of the passengers assembled at the pier sheds including Mr. Morgan, Jun., and representatives of the Widener and Thayer families, who came from Philadelphia in special trains. Automobiles were rushing up outside, bringing others. Women were weeping as the steamer was slowly warped to the dock.

The committee of the New York Stock Exchange brought to the pier \$20,000, collected among the members for distribution among the needy survivors. Many doctors and nurses, and two ambulances were in attendance.

The Senate Committee appointed to make an investigation of the disaster had intended to board the *Carpathia* at sea, but the liner developed unexpected speed and reached the pier before the Committee arrived in New York.

There was some delay in the docking of the *Carpathia*, owing to the taking off of thirteen lifeboats belonging to the *Titanic*. The survivors began landing at 9.35, and as they entered the street, a dead silence fell on the crowd, and even the flashlight batteries of the Press photographers for a moment ceased their bombardment.

STATEMENT BY THE SURVIVORS.

A Committee of the surviving passengers has issued the following statement:—"We, the undersigned surviving passengers of the *Titanic*, in order to forestall any sensational or exaggerated statements, deem it our duty to give the Press a statement of the facts which have come to our knowledge and which we believe to be true.

"On Sunday, the 14th April, at about 11.40 on a cold, starlit night, the ship struck an iceberg which had been reported to the bridge by the look-outs, but not early enough to avoid a collision. Steps were immediately taken to ascertain the damage and to save the passengers and ship. Orders were given to put out the lifebelts and the boats were lowered. The usual distress signals were sent out by wireless, and rockets were fired at intervals. Fortunately the *Carpathia* received the wireless at about midnight, and arrived on the scene of the disaster at about four in the morning of Monday. The survivors were received on board with the most touching care.

The statement pays a tribute to the treatment of the survivors on board the *Carpathia* and proceeds to point out that the Board of Trade passengers' certificate allowed for 3,500 passengers, but the lifeboat accommodation was sufficient only for 950. The total aboard was 2,340. Those rescued by the *Carpathia* were:

First Class	210
Second Class	195
Third Class	200
Officers	4
Seamen	39
Stewards	96
Firemen	71
	745

The statement concludes as follows:—"We feel it our duty to direct the attention of the public to the inadequate supply of life-saving appliances on modern passenger steamships, and we recommend that immediate steps be taken to compel ships to carry sufficient boats to hold the maximum aboard."

The statement also draws attention to the lack of trained seamen to man the boats, and the insufficiency of officers to superintend their launching, and suggests an International Conference to recommend the passage of identical laws providing for the safety of all at sea.

A SURVIVOR'S STORY.

A Londoner named Beesley stated that the voyage from Queenstown was quiet and uneventful. The weather was very fine and calm, but very cold, particularly on the last day. He says: "I had been in my berth about ten minutes when, at about 10.15, I felt a slight jar, and then, soon after, a second one, but it was insufficient to cause the slightest anxiety. However, the engines were stopped immediately. I first thought we had lost a propeller, and went on deck in my dressing gown. I found that only a few people had come up, similarly dressed, to inquire the cause of the jar, but were in nowise anxious. I saw a game of cards taking place in the smoking room, and I went inside to inquire if they knew anything, and it seems they felt more of the jar than I. Looking out of a window, I saw a huge iceberg pass close to the ship, and I thought we had grazed it, with a glancing blow. None of the passengers had any conception that the ship was pierced below water by a submerged part of the iceberg, and the game went on, none thinking disaster had occurred. I retired to my cabin and read till the ship went on again. I never saw any of the card players or onlookers again. A little later, hearing people going upstairs, I went out on deck again and found everyone wanting to know why the engines were stopped. No doubt many were awakened from sleep by the sudden stopping of the vibration. I noticed a list, from the stern to the bows, and imagined that some of the front compartments had filled and were weighing the ship down. I again went below for warmer clothing, and as I was dressing, I heard the order: 'All passengers on deck with lifebelts.' We all walked up slowly, wearing lifebelts over our clothing, and even then we presumed that this was merely a wise precaution the Captain was taking, and that we should return shortly and retire to bed. There was a total absence of panic, possibly owing to the exceedingly calm night, and the absence of any signs of accident. The ship was absolutely still, and except for a gentle tilt downwards, which I don't think one person in ten would have noticed, there were no signs of approaching disaster.

But in a few moments we saw the covers lifted from the boats and the crews standing by ready to lower them. We then realised that something serious had occurred. The people were now pouring up from below, and presently came the order: "All men stand back from the lifeboats; all ladies retire to the next deck below."

The men stood back in absolute silence, some leaning on the rails or pacing the deck. The boats were swung out, and lowered to the deck below, where the ladies got in quietly, except some who refused to leave their husbands. Some were torn away from their husbands and pushed into the boats. All this time there was no sign of disorder, or of any attempt to rush the boats. There were no hysterical or sobbing women, and it was extraordinary how self-controlled everyone was, even when they realised that they might presently be in the sea, with lifebelts as their only support. When the boats containing the women and children had disappeared in the darkness, the word was given for the men to enter the boats. This was effected quietly. When I got away, it was one o'clock in the morning and beautifully starlit, but there was no moon. The sea was as calm as a pond, and there was just a gentle heave, but it was bitterly cold. In the distance, the *Titanic* looked enormous, outlined black against the starry sky, with every porthole blazing. It was impossible to think there was anything wrong, but for the ominous tilt of the bows, where the water had now reached the lowest row of portholes. At about 2 a.m., she was observed to be settling very rapidly by the bows, the bridge being completely submerged. She slowly tilted straight on end, with her stern vertically upwards. The lights flashed and then went out altogether. I heard the machinery roaring down through the vessel with a rattle and a groaning audible for miles. It was the most weird sound imaginable in mid-ocean. She remained upright for a time, which I estimate at about five minutes, with about 150 feet of her hull towering up black against the sky. Then, with a quiet, slanting dive, she disappeared, and there fell on our ears the most appalling noise a human being ever listened to, the cries of hundreds of our fellow beings struggling in the icy water, calling for help, a cry which we knew could not be answered.

OTHER NARRATIVES.

Another passenger on the *Carpathia* says that sixteen lifeboats were sighted. The transfer of the passengers was a pitiable sight. Ropes were tied to the waists of the adults, and the children and babies were placed in bags and hoisted to the deck. Some of the boats were not half full and others were crowded with people—some in evening dress and others in nightclothes and blankets. All were hurried to the saloon and given a hot breakfast. They had been in the boats four or five hours in a most biting wind. There was no demonstration, not a sob being heard. All seemed stunned by the shock of the experience. Divine Service was held after breakfast. Four survivors died soon after reaching the deck of the *Carpathia*.

A PATHETIC HYMN.

According to the story of another passenger, the *Titanic* crashed into the berg almost immediately after sighting it a quarter of a mile away. Simultaneously the levers operated on the bridge, stopped the engines and closed the bulkheads. The Captain on the bridge, summoned all passengers to put on life preservers, and ordered the boats lowered. The first boat contained mostly males, as they were the first to reach the deck. When the rush of women and children began, "women first" was the rule strictly observed. The officers drew their revolvers, but in most cases they were not used. As the last of the boats drew away, the ship's band gathered in the saloon, and near the end, played "Nearer, my God, to Thee."

It is believed that the explosion of the boilers, due to the admission of ice cold water, broke the ship in two.

RUMOURED SUICIDE OF CAPTAIN
AND CHIEF ENGINEER.

A New York telegram says a statement has been made to the effect that the Captain of the *Titanic* committed suicide, but it was made only on the authority of a passenger, who asserts that the Chief Engineer also committed suicide, and that three Italians were shot to death in the struggle for the lifeboats.

Reuter's New York correspondent states that, according to stories told by survivors, revolver shots were heard as the *Titanic* went down. This occasioned the rumours that the Captain and Chief Engineer had committed suicide, but the rumours are discredited by survivors of the crew, who say that the Captain was last seen leaping from the bridge as the decks were washed away.

VARYING ACCOUNTS.

The accounts of the scene when the liner struck the ice disagree. Some maintain that calm prevailed; others that wild disorder broke out and that there was a mad struggle for the boats. Some hysterical survivors, who refused to give their names, said the Captain and Chief Engineer committed suicide but these rumours are unconfirmed and discredited.

The Londoner Beesley, and the American Colonel Gracie deny that the officers used revolvers.

DEATHS AMONG THE RESCUED.

It is reported from New York that one of the *Titanic*'s survivors died in a boat and five on board the *Carpathia*, from hardship and exposure.

"BALTIC" HAS NO SURVIVORS.

The liner *Baltic* has sent a wireless message to Liverpool, stating that there are no survivors aboard.

THE "TITANIC'S" BOAT
ACCOMMODATION.

Mr. Sydney Buxton, President of the Board of Trade, stated in the House of Commons that the *Titanic* had boat accommodation for 1,178 passengers, besides 49 lifebuoys and 3,560 lifebelts. She was certified to carry 3,600 souls, and had actually on board 2,305. Mr. Buxton made a detailed statement on the attitude of the Board of Trade regarding life-saving appliances for passengers carried by vessels. He said that recently the Committee had considered the advisability of increased provision, but now the *Titanic* disaster had created a new situation, which must be considered, he hoped, without panic.

He was afraid the Government had no power to prevent Atlantic racing, and he was not prepared to express an opinion as to whether vessels should be prevented, during the Spring, from taking the northern route. The matter would, however, be searchingly inquired into, and there must also be a full inquiry into the loss of the *Titanic*.

SUBSTANTIAL SUBSCRIPTIONS TO
RELIEF FUND.

The funds for the relief of the dependents of the crew who lost their lives is rapidly mounting. The Mansion House Fund now amounts to £25,000. The White Star Line has given 1,000 guineas, while operatic, theatrical and other performances are being given in aid of the funds.

THE LATE MR. STEAD.

The newspapers are devoting columns to the career of the late Mr. W. T. Stead, eulogising his brilliant writings as creating a new era in journalism. Prominent references are made to his association with the late Cecil Rhodes and a tribute is paid to Mr. Stead for having inspired Mr. Rhodes' will.

INSURANCE ON THE "EMPEROR."

Insurance circles are keenly interested in the negotiations opened up by the Hamburg-American Company for the insurance of the new liner *Imperator* which has a tonnage of 50,000, says an exchange. The value mentioned is £1,000,000, and the undertaking would require the co-operation of underwriters in all the leading markets. Before long the underwriters will also be asked to insure the new Cunard liner *Aquitania*, which is likely to be of rather larger tonnage than the *Imperator*. The *Olympic*, 45,000 tons, is insured for £1,000,000, though she cost about £1,500,000 to build. The underwriters are only called upon to pay claims in excess of £150,000 in the *Olympic*'s case. We presume the *Titanic* was insured on the same terms.

The will, dated January 2nd, 1911, has now been proved of the Right Hon. Henry Du Pre Labouchere, founder and proprietor of *Truth*, and Liberal M.P. for Windsor, 1865, for Middlesex, 1897-8, and for Northampton, 1880-1905, who died on January 18th, aged 80. His estate is valued for probate at £222,308 gross, and of this the net personality has been sworn at £253,582. The executors are Mr. Reginald McKenna, the Home Secretary, and Mr. Thomas Hart Davies, of St. James's-square, S.W.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TURKO-ITALIAN WAR

ITALIAN FLEET IN THE DARDANELLES.

LONDON, April 19th.

A Paris telegram says a wire has been received from Constantinople stating that the Italian fleet entered the Dardanelles, one Italian vessel being sunk.

SEVERAL TOWNS BOMBARDED.

A wire from Constantinople says it is officially stated that the Italian warships fired on the forts in the Dardanelles. The barracks at Sedibohr, Orhanieh, and Kumkaleh were slightly damaged. The Orhanieh fort replied, damaging an Italian vessel, which caught fire and drew off. The Italians subsequently put to sea. Prior to their arrival in the Dardanelles, the Italian ships, 39 in number, bombarded Samos, Mitylene and Rhodes. The bombardment was simultaneous with the opening of the Turkish Parliament, at which the Sultan, in a speech, said: "We desire peace, but only on condition of the maintenance of Turkey's sovereign right."

THE TROUBLE IN FEZ.

LONDON, April 19th.

Reuter's correspondent at Tangiers wires that news has been received from Fez that the trouble is not general, but that in several quarters of the town there were revolts against local measures. Several Frenchmen were killed, but the Embassy is safe. Reinforcements have arrived from Maquinez.

A GERMAN DUEL.

LONDON, April 19th.

Reuter's correspondent at Berlin telegraphs that Lieutenants Von Puttkamer and Von Bringen fought a duel. The latter, who is a nephew of the Minister for War, is believed to have been fatally wounded. It is believed that the quarrel was over a love affair.

TRUCULENT MEXICO.

LONDON, April 19th.

A message from Mexico City states that Mexico has replied to the warning of the United States and denies the right of Washington to admonish Mexico because the admonition is not based upon any justifiable incident. It affirms that Mexico is not responsible for acts committed in the rebellious territory, though she will accept responsibility for every loss sustained by foreigners legally chargeable to the Government.

A LARGE CHEQUE.

LONDON, April 19th.

In transferring the Union Castle Line to the Royal Mail Steam Packet Company, Mr. Owen Philipps handed a cheque for £5,173,572 1s. 2d. to Mr. Mirrlees, who gave in exchange the transfers of all the Union Castle ordinary shares, except about 500 belonging to eight shareholders. This is the second biggest cheque ever drawn upon the Bank of England.

CHINA'S LOAN DIFFICULTIES.

LONDON, April 19th.

Japan has designated the Yokohama Specie Bank and Russia the Russo-Asiatic Bank to represent them in connection with the Chinese loan. Every effort will be made to hold a conference at the earliest possible date either in London or the Continent, to discuss the arrangements.

MR. ARTHUR SASSOON'S WILL.

LONDON, April 19th.

The late Mr. Arthur Sassoon left estate to the value of £850,864, exclusive of real estate in China. He left property in the United Kingdom valued at £376,894, and the death duties will amount to about £120,000.

RIOTING AND SLAUGHTER IN
SIBERIAN GOLDFIELDS.

LONDON, April 19th.

Reuter's correspondent at St. Petersburg telegraphs that a telegram received from Irkutsk reports that there has been trouble for some little time on the Lena goldfields which culminated in rioting. The soldiers were summoned, and they fired on the workers, killing 107 and wounding 70.

THE LONDON POISONING TRAGEDY.

LONDON, April 19th.

Seddon was executed yesterday morning.

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If You Wear
TORICS

you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be so comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eye. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.

LARK & Co.
SCIENTIFIC OPTICIANS
45 BLOKS, CHATER RD.
& HONGKONG.

75

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and not to the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

WE beg to inform you that Mr. WALTER OTTO has been admitted a Partner in our Firm. BEEBLINGER & Co. Hongkong, 20th April, 1912. [586]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KORE AND MOJI. THE Steamship

"JAPAN."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents. Hongkong, 19th April, 1912. [587]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship

"KUTSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. SATURDAY, the 20th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 19th April, 1912. [15]

VICTORIA RECREATION CLUB.

FIFTEENTH ATHLETIC MEETING.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the Ladies of Hongkong TO-DAY (SATURDAY), the 20th APRIL, at 1.30 p.m., on the HONGKONG FOOTBALL CLUB GROUND (kindly placed at disposal of the Committee) at the HAPPY VALLEY.

Admission to the Ground: Stand and Enclosure (Gentlemen), \$1.00. Members of the Hongkong Football Club, on presenting Membership Ticket—Free. No person other than Officials and Competitors allowed within the Ground. By kind permission of the Lt.-Colonel and Officers 25th Punjab, the Band of the Regiment will play during the afternoon. F. LAMBERT, Hon. Secretary. Hongkong, 18th April, 1912. [579]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 27th APRIL, 1912, at 12.30 p.m., at the Offices of the HONGKONG JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEX, Chester Road. By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 13th April, 1912. [563]

THE HONGKONG COTTON, SPINNING, WEAVING & DYING CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG COTTON, SPINNING, WEAVING & DYING CO., LTD., will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., Hongkong, on TUESDAY, the 30th day of APRIL, 1912, at 11 o'clock in the forenoon, at the above named place, for the purpose of considering the Report of the Directors and the Accounts for the year ending 31st December, 1911, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 24th to the 30th April, 1912, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with Secretary for Registration at least forty-eight hours before the meeting. By Order of the Board of Directors, W. S. JACKSON, Secretary. Shanghai, 13th April, 1912. [564]

THE YANGTZE INSURANCE ASOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY SECOND ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 25, The Bund, Shanghai, on TUESDAY, the 30th APRIL, 1912, at 4.40 o'clock p.m. precisely, for presentation of the Report of the Directors and the Accounts to the 30th December, 1911, the election of Directors and Auditors for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 24th to the 30th April, 1912, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with Secretary for Registration at least forty-eight hours before the meeting. By Order of the Board of Directors, W. S. JACKSON, Secretary. Shanghai, 13th April, 1912. [581]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities. [423]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-NINTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd APRIL, 1912, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c. The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive. By Order of the Board, C. MONTAGUE EDE, Secretary. Hongkong, 4th April, 1912. [542]

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd APRIL, 1912, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c. The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive. By Order of the Board, C. MONTAGUE EDE, Secretary. Hongkong, 4th April, 1912. [543]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on SATURDAY, the 4th MAY, 1912, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 29th February, 1912, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th April to the 4th May, 1912, both days inclusive. By Order of the Board of Directors, GIBB, LIVINGSTON & Co., Agents. Hongkong, 17th April, 1912. [582]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

LOST.

THE SHARE CERTIFICATE No. 1598 for TWO SHARES numbered 37989/37990 inclusive, standing in the name of the SHANGHAI KAVIER HOMEN DE CARVALHO of Macao, having been LOST, NOTICE IS HEREBY GIVEN that unless the said CERTIFICATE be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the First day of May, 1912, a new Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

MOWBRAY S. NORTHCOTE, Acting Secretary. Hongkong, 16th April, 1912. [577]

AUCTION

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 22nd day of April, 1912, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the OFFICE ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND adjoining Inland Lots Nos. 54 and 1538, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT, to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years. [565]

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Containing in Acres	Containing in Square Feet	Upset Price
1	30' 0" by 77' 0"	0.001	1,000	80
2	30' 0" by 77' 0"	0.001	1,000	80
3	30' 0" by 77' 0"	0.001	1,000	80
4	30' 0" by 77' 0"	0.001	1,000	80
5	30' 0" by 77' 0"	0.001	1,000	80
6	30' 0" by 77' 0"	0.001	1,000	80
7	30' 0" by 77' 0"	0.001	1,000	80
8	30' 0" by 77' 0"	0.001	1,000	80
9	30' 0" by 77' 0"	0.001	1,000	80
10	30' 0" by 77' 0"	0.001	1,000	80

HONGKONG ELECTRIC CO., LTD.

NOTICE.

ON and after MAY 1st, 1912, the charge for Lighting, Fans, &c., will be reduced to CENTS TWENTY-SEVEN PER UNIT, and the charge for Radiators and Motors to CENTS TEN PER UNIT. DISCOUNTS WILL REMAIN AS AT PRESENT. GIBB, LIVINGSTON & Co., Agents. Hongkong, 18th April, 1912. [585]

INTIMATIONS

LANE, CRAWFORD & CO.

HOUSEHOLD DRAPERY DEPT.

JUST UNPACKED

DAMASK TABLECLOTHS, NAPKINS, TEACLOTHS, etc. COTTON and LINEN SHEETINGS, MOSQUITO CURTAINS, TURKISH BATH TOWELS.

HARDWARE DEPT.

KITCHEN UTENSILS

OF

EVERY DESCRIPTION.

FILTERS and FREEZERS.

BRUSHWARE and TINWARE.

LANE, CRAWFORD & CO.

FOR SALE

FOR SALE.

THE RACING YACHT "K. I. S." (Ex "Yankon") 24 Foot Linear Rating. The Property of Commodore C. J. EYRES, R.N. For particulars, apply to Owner, H.M. Dockyard. Hongkong, 16th April, 1912. [569]

FOR SALE.

DERRINGTON, 7-Roomed House, Peak Road, beautiful situation. For Terms, apply to G. SCHROTER, Care of Messrs. GARRER, BOWNE & Co., King's Buildings, IIIrd. Hongkong, 10th July, 1911. [125]

FOR SALE.

"TOR CREST," No. 8, The Peak, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands. Apply—LINSTEAD & DAVIS, 3rd floor, Alexandra Buildings. Hongkong, 7th March, 1912. [416]

BUTTER. BUTTER.

WE are pleased to be able to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND ... 80 cts. per lb.

"DAIRYMAID" ... 75 " "

"BUTTERCUP" ... 70 " "

"PASTRY" ... 65 " "

THE AIRY FARM CO., LTD.

30

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock. WREATHS with Glass Shades from \$4 up. BROWN, JONES & Co., 41, Morrison Hill Road. Telephone 423. Hongkong, 18th October 1911. [1776]

SOUVENIRS OF

THE

DELHI DURBAR:—

UNIQUE FOR HOME DECORATION.

JUST Received a Rare Consignment of Beautiful Delhi Work, Washable. Early inspection solicited.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central, Corner of Zetland Street, Hongkong. Hongkong, 17th April, 1912. [50]

BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS: Amoy, Anping, Canton, Foochow, Keelung, Swatow, Tainan, Taipei, Tamsui, Nagasaki, Tokyo, Osaka, Yokohama.

HONGKONG OFFICE: 3, DES VUEX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager. Hongkong, 1st May, 1911. [1316]

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Interest may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager. Hongkong, 24th January, 1911. [12]

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippine Islands and the Republic of Panama.

HEAD OFFICE: 60, Wall Street, New York

LONDON OFFICE: 36, Bishopsgate, E.C. BRANCHES:

Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE ... \$6,800,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities of the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEORGE HOGG, Manager. 9, Queen's Road, Hongkong, 23rd March, 1912. [225]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL ... Yen 48,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Antung-Hsien, Calcutta, Bombay, Changchun, Dairen (Dairen), Hankow, Hongkong, Kobe, Liao-Yang, London, Lyons, Nagasaki, New York, Osaka, Peking, Ryojun, San Francisco, Shanghai, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager. Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS: Sterling \$1,500,000 at 2 1/2% = \$3,750,000

SILVER ... \$1,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.

E. SHELLEIN, Esq.—Chairman.

F. H. ARMSTRONG, Esq.—Deputy Chairman.

Andrew Forbes, Esq., G. H. Mackenzie, Esq., G. F. Peckham, Esq., W. L. Pattenden, Esq., C. S. Gabbay, Esq., Hon. Mr. C. H. Ross, G. R. Laurence, Esq., H. A. Siebs, Esq., F. Lieb, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.

MANAGER: Shanghai—H. E. R. HUNTER.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager. Hongkong, 21st February, 1912. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... \$1,200,000

RESERVE FUND ... \$1,650,000

RESERVE LIABILITY OF PROPRIETORS ... \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager. Hongkong, 12th April, 1912. [133]

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... \$1,500,000

SUBSCRIBED ... \$1,250,000

PAID UP ... \$62,000

RESERVE FUND ... \$365,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Calcutta, Canton, Hongkong, Kobe, London, Lyons, Manila, Mexico, Nagasaki, New York, Osaka, Peking, San Francisco, Shanghai, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents.

Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager. Hongkong, 25th March, 1912. [938]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (\$1,250,000)

Paid up Capital Fl. 12,401,050 (\$1,033,421)

Reserve Fund Fl. 3,252,157.01 (\$271,015)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily Balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per cent. per annum.

6 do. 3 1/2 do.

3 do. 3 do.

C. WOLDBRING, Manager. No. 9, Des Vaux Road Central, Hongkong, 15th August, 1909. [22]

ENTERTAINMENTS

THEATRE ROYAL.

MAURICE E. BANDMANN PRESENTS

THE NEW

BANDMANN OPERA CO.

LAST NIGHT! LAST NIGHT!

LAST AND FAREWELL PERFORMANCE,

PEGGY.

NO INDIGESTION, NO ANÆMIA, NOW!

A WOMAN'S PLAIN STORY OF HOW
SHE SUFFERED AND HOW
SHE WAS CURED.

GOOD DIGESTION AND GOOD BLOOD,
AFTER USING
MOTHER SEIGEL'S SYRUP.

"I cannot describe the agony I suffered during the eighteen months that I was a victim of indigestion and Anæmia. The indigestion seemed to affect me quite suddenly, without any apparent cause. That is the way Mrs. G. de Friedland, of 24, President Street, Germiston, Transvaal, began her letter of November 28th, 1911.

We tell her and we tell you, now, that her indigestion was caused by a weak and disordered state of her stomach. Her food did not digest properly. As a result it not only caused her "agony," but it failed to nourish and actually weakened her. Next the Anæmia appeared, because the undigested food clogged her system and poisoned her blood; her blood became poor; her cheeks and lips pale; her eyes dull and weary.

Going on with her letter, she says: "The slightest exertion quite knocked me up and I became weak and depressed. All kinds of dieting failed to increase my vitality, as I was unable to digest my food, however light, and I had fits of vomiting, which gave me severe bilious headaches. To add to my sufferings I became very constipated, and no medicines that I took, though they were many, helped me."

If Mrs. de Friedland had tried Mother Seigel's Syrup at the beginning of her troubles she would have found not only immediate relief but a permanent cure. The medicinal extracts of herbs it contains—more than a dozen of them carefully combined—are especially prepared to relieve and cure indigestion, Constipation, Anæmia, and all ailments due to disorder of the stomach and bowels.

A LUCKY LAST RESOURCE.

But, she adds: "I came across an advertisement of Mother Seigel's Syrup and as a last resource bought a bottle. My experience with it was so encouraging and the relief it gave me so great, that I continued with it, and after the third bottle my system was so toned up and invigorated that all kinds of food were now easy of digestion. My blood was thoroughly purified, all traces of Anæmia disappeared, my bowels were restored to their natural functions."

Mrs. de Friedland tells you her own actual experience. Why should you not profit by her experience—from the story of her sufferings and her happy cure? Don't blunder about, trying one thing or another when you are ill, but try the standard medicine that cures her—Mother Seigel's Syrup—and which has cured people all round the world for forty years past.

A single other fact she states: "Since then I am in the habit of keeping a bottle of Mother Seigel's Syrup in the house for occasional use, it being an excellent tonic."

Wise woman! An excellent habit! She keeps a good reliable medicine handy! Mother Seigel's Syrup helped her once. It will help her again, if she ever needs it.

"Analysis PROVES that

PLASMON OATS

are Scotland's Best — "Enormously increased in food value by the addition of Plasmon." — *Lancet*.

PORRIDGE OF PERFECTION.

A minute boiling only.

PLASMON is used by the ROYAL FAMILY

Plasmon, Ltd., London, Eng.

PREPARED BY A PHYSICIAN.

Recommended by the Medical Profession.

The best, safest and perfectly harmless treatment for dyspepsia and diseases of the stomach and intestines is prepared and presented to the public by Dr. J. de Carlos, a physician, surgeon and pharmacist of undoubted standing and highest repute. This remedy,

STOMALIX

gives prompt relief in all cases of disorder and disease of the digestive functions, provided there be no incurable organic deterioration. Physicians who have prescribed Stomalix as the sole medicine for their patients in dyspepsia and other stomach ills, report that cases of thirty years' standing have readily yielded to this treatment. Stomalix makes a healthy stomach, capable of performing its work unaided. It is not a mere stimulant, plunging the patient into the horrors of a drug habit. Stomalix is beneficial in its action, relieving pain, and toning the entire system—it is a food for the youthful and the aged. It corrects the ailments of children. Sold by all Druggists.

Distributing Agents: FRANKS NEWBURY & SONS, Ltd., London, Eng.

AGENTS: A. B. WATSON & Co., Ltd., Hongkong.

GOOD ENGLISH GUNS.

At very low prices.

Our Model No. 620 far-killing HAMMERLESS GUN is the best value in the world. 12, 16 or 20 bore. Price £55.00. All Sportsmen should send for catalogue, post free on application to— G. JAMES & REYNOLDS, 7501, Thornton Heath, LONDON, ENG.

SAVARESSE SANDAL CAPSULES

Efficient because absolutely pure. No trace of opium. Full directions at chemists. Insist on SAVARESSE.

REVIEWS.

The White Gods. ANONYMOUS. London: T. Werner Laurie.

This small book belongs to the section of literature styled *belles-lettres*—a section, some of us may think, too seldom cultivated nowadays. It might have been entitled "The Lamentations of a Lover, or a Soul in Purgatory." It is the apologia of an abused man, borne down by an overwhelming sense of shame and dishonour, seeking to excuse himself in the eyes of the woman who has loved him, to "lessen in some degree the horror that you must feel from the conviction that you have been contaminated by contact with what is utterly vile." We gather from the internal evidence of the book that its writer had loved but went to the Far North of the American continent to seek for gold before avowing his love. Returning, he approached his divinity and was accepted; but apparently revealed to her that: "Seeking respite from the eternal loneliness of my life in the north, I had made love to a girl, a girl pure as the snows amidst which she lived, and she had learned to love me." He returns to the North, marries the girl, passes through a period of bodily and mental sickness and madness, and then pens his apology in a passion of remorse. There are periods of gloom and periods of light, according as the feelings of remorse and self-justification hold sway, and then we get the following pronouncement: "This, it seems to me, constitutes the true development of our souls: to attain an enlightened will, poised and balanced: a will guided by thought and the garnered wisdom of the ages: a will finding its ultimate experience in emotion purified, and in participation in the divine love." To attain to such a will, a will which can transmute passion into discipline, which can meet the problems of life without disquietude, and view the eternal restlessness of the world with serenity; and to use that will, not as an end in itself, but as a tempered instrument for accomplishing such things as add to human welfare and increase human joy, such, I have come to see, is the larger purpose of our lives." Our readers will agree that if a man or woman can attain this happy state of philosophic serenity then heaven is not far off. As we read we had thought that the writer had reached his Nirvana, but remorse breaks out in the closing passages. Ever pursued by the malevolence of the White Gods and by the Nemesis of the remorse, his spirit surrenders to the mood of ultimate disillusionment. "All the high resolutions of my youth have fled; the glamour has gone from life; every aspiration that seemed to summon me to the stars has led me, instead and at last, but to the dust. My life has become a pale and flickering flame, and I can only wait until it is extinguished. So I throw down my weapons and bow my head to the inevitable and say, 'Kismet!' For I am become a body without passion, a mind without motive, a spirit without inspiration; living, I am yet dead." Perhaps there is some unhappy soul which will find solace in a perusal of "The White Gods." But anyone who wishes to study the transitory emotions of an embittered soul will find an interest in the little book.

Hieronymus Rides. Episodes in the Life of a Knight and Jester at the Court of Maximilian, King of the Romans. By ANNA COLEMAN LADD. London: Macmillan & Co.

Miss Ladd has been very successful in suggesting the times and atmosphere of the latter part of the fifteenth century. The scene opens at Cologne, where, in an old black house hanging under the shadow of St. Martin's tower by the side of the Rhine, Hieronymus lives with his grandfather. On the death of his grandfather he learns the secret of his birth, which is that his father is none other than the reigning Emperor Frederick. Destined for the Church, circumstances arise when he is twenty to enable Hieronymus to follow his own inclinations, and with letters of introduction from powerful friends he sets out for the court of his natural brother, the Archduke Maximilian. Here he soon becomes a trusted friend, and is sent by the Archduke on a perilous journey "through the Empire to the East," on a private and delicate mission of this Prince's own. He meets with many adventures, and in one makes a life-long enemy of the Lord of Ghistelle. The scene changes with much frequency. After Cologne, Padua, and after the Court at Bruges, Venice, whence he goes with Rupert of Revenek to join the Knights of Rhodes in defending the Holy Sepulchre at Jerusalem against the Moslems. Here he is knighted, and returns to Bruges, soon to be captured by Ghistelle, tortured, and cast into a dungeon. After his escape and return to Bruges, he sets out for Spain, where Ghistelle is fighting against the Moslems; and we have a charming and political presentation of Hieronymus as a lover before he finds his enemy dying on the battlefield before Granada. Hieronymus afterwards becomes a holy man, and sacrifices his own life to save Maximilian. There is much that is fanciful in this old-fashioned romance, and the authoress is always stirring the imagination of the reader. It is not always easy to follow the transitions in the hero's career, but the incident is sufficiently exciting to keep the blood coursing rapidly and to stimulate the interest.

WM. POWELL, LTD.

TELEPHONE 346.

LADIES' DEPARTMENT.

NEW RAINCOATS

IN ALL THE LATEST SHAPES.

AGENTS FOR

"BURBERRY'S" COATS

(IN ALL TEXTURES).

PRICES MODERATE.

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DES VŒUX ROAD CENTRAL,

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Supply the Highest Quality WINES, SPIRITS, CIGARS

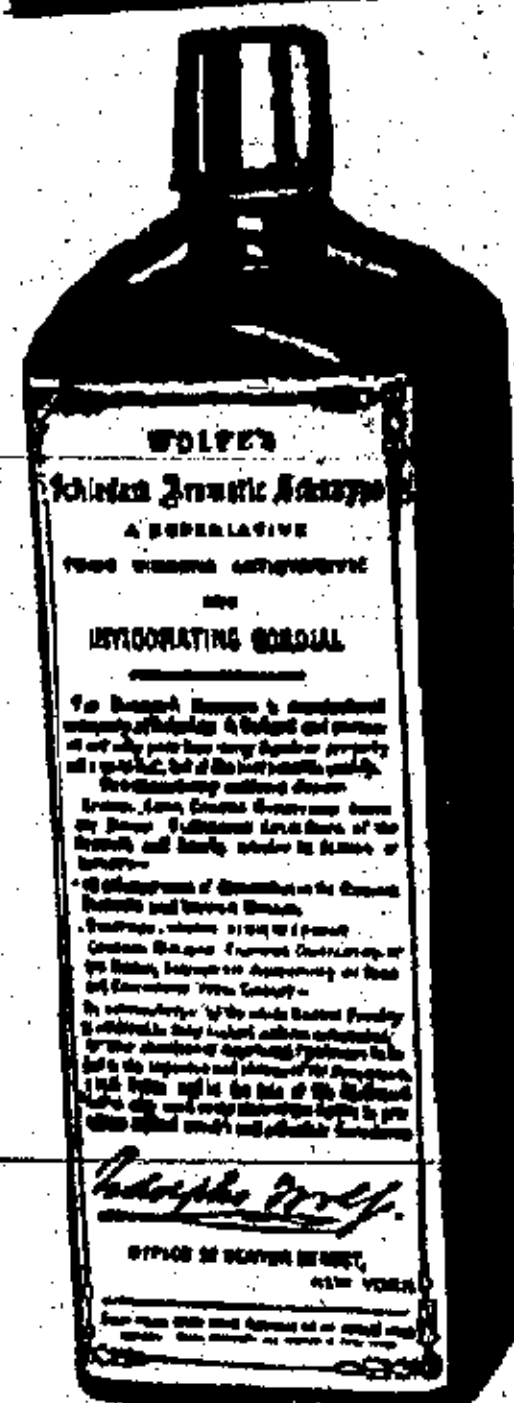
AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of

World-wide reputation.

Wolfe's Schnapps.

Aromatic
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A Refreshing and
Exhilarating Drink and
valuable Medicinal
Beverage in all cases of
Malaria, Gravel, Insomnia,
Kidney Troubles, Stone
in Bladder, Urinary
Affections, Colic, Debility,
Stomachic Troubles,
Diarrhoea, &c.

A glass of Wolfe's Schnapps
before meals is an unfailing
appetiser and a refreshing drink
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Agents: MacEwen, Frickel & Co.,
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TO BE SURE—the Teeth are so
important that it would be a pity
to neglect them—especially when
you can clean them so well and
so easily with

Calvert's Tooth Powder

Your local dealer stocks and sells it.
Makers: F. C. Calvert & Co., Manchester, England.

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VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, tic or neuralgia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or inefficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to no definite work, loss of memory, female complaints, hysteria, backache, bearing down sensations, itching, irritability of temper, female constipation, exhaustion, the cause of, by far the greater portion of the misery, ill-health, and despondency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the falling energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. — Bottles Price 2s. 6d.

VETARZO BLOOD MEDICINE

Never before was there anything like it; nor can its marvellous properties ever be equalled in all cases of poorness, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillary, overcoming and expelling disease, wherever and in whatever form met with, removing all blotches, pimples, scurf, scurvy, acrochorda and glandular swellings, discoloured eruptions, and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pituit and swellings of the joints, discharges, blood poison, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, colic or beriberi neck, it improves the general health and quickly removes standing bronchitis, asthma, and hacking cough, too often the precursor of consumption. — Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 2s. 6d. for trial bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTHS, GASH CHEMISTS.

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TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of
Anæmia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
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CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.

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We are now buying large quantities of
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"IMMENSE!"

"Immense!" is the expression which comes to the lips when the mellow flavour of "Johnnie Walker" makes its irresistible appeal to the palate.

"Immense!" is the only adjective to describe the world-wide popularity of

JOHNNIE WALKER

"Immense!" is the one word to apply to the ageing reserve of "Johnnie Walker"—over three-and-a-half million gallons of pure malt Scotch whisky perpetually maintained in bond as a positive guarantee of the perfect maturity of Johnnie Walker at each of its three ages:

"JOHNNIE WALKER" White Label. Over 6 yrs. old.
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To be obtained from—
KAMP & CO., Shanghai.
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Born 1820:
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BUILT FOR THE FAR EAST.

An absolutely smooth running and durable machine.

A pleasure to the eye—a pleasure to ride.

Cost from \$70 only,

complete and ready to ride.

EVERY MACHINE FULLY GUARANTEED

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Established
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are ridden by millions; one can get the fullest enjoyment by riding a Hazlewood. British built, with superb fittings, best quality tyres (made by the Dunlop Co.), has free wheel, two brakes, Middlemarch saddle, dust-proof and oil-retaining hubs. Ask to see these celebrated cycles at all first-class stores and agencies. They all stock them.

AGENCIES.—We can appoint Agents, and grant sole representation rights to Merchants and Importers where we are not already represented. Applications to be addressed to our Works Export Dept. Write at once before your district is filled up. HAZLEWOOD, LTD. Established 1876. COVENTRY, ENGLAND.

MONTERRAT

A simple kindly flavour, gently stimulating the healthy processes of the body, is characteristic of **Montserrat Lime Juice**. Made only from fine cultivated limes. It is the most natural and perfect drink for constant use in hot weather.

Supplied in two forms:
Unsweetened, i.e., Pure Lime Juice. Sweetened, i.e., Lime Juice Cordial.
Sold by all leading Storekeepers.

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THE SWAN

FOUNTAIN.

NEEDS NO "COAXING"!

It's made right.

To write right.

That's why it's the most popular Fountain.

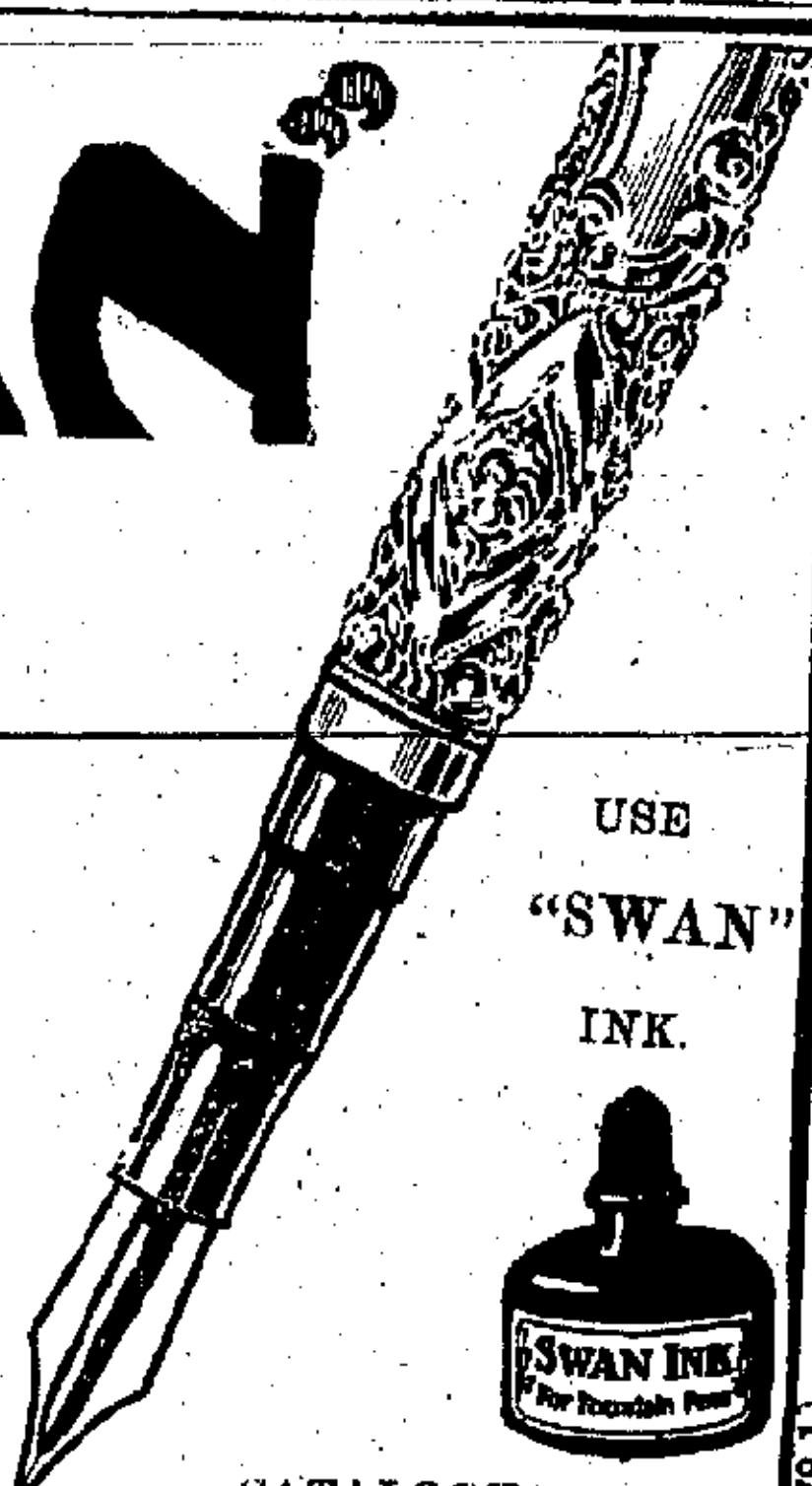
Does not Leak, Scratch or Dry Up. Fitted with Gold Iridium Tipped Nib. WHERE IS YOURS?

TRY ONE NOW!

Sold by

JEWELLERS, STATIONERS AND IMPORTERS.

MABIE, TODD & Co.,
Manufacturers, LONDON.



CATALOGUE FREE!

BOVRIL

Tickles
the
Palate



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SCIENTIFIC MISCELLANY.

SPRUCE TEXTILE.

Lacking cotton and silk, the Germans have been seeking some textile substitute, and a Berlin establishment claims to have produced a useful material from spruce fibres. When woven, sylvain, as this yarn is called, is said to be 12 to 30 times as strong as jute. It has a fine finish, is odourless, is not attacked by moths, and seems to be usable with other fibres. Wall tapestry made from it is so smooth that dust does not cling to it, while it does not roughen on brushing. It has been also tried for mats, which can hardly be distinguished from those of rushes, but, unlike rushes, sylvain yarn is woven in the loom instead of by hand. Various kinds of decorative and other cord have been successfully made from the new material—used both alone and in combination with other fibres.

LIVING THOUGH HEADLESS.

To the butterfly, unlike most creatures, the head seems to be not indispensable. Reporting some experiments to the French Academy of Sciences, Prof. Vianney, of the Lyons University, states that a number of insect larvae were carefully beheaded, and that in spite of this they went through the usual stages of metamorphosis. Caterpillars of the genus Bombyx became mature butterflies, with fine-coloured streaked wings. They were little troubled by their headless condition, and lived for a considerable time.

THE DIVINING ROD MYSTERY.

A centuries old instrument whose place is not yet settled is the divining rod. Scientific men have not been inclined to accept it, but the many cases of apparent success in finding water with a forked twig have held a large number of believers. A new idea has been evolved from recent German work in radioactivity. The gamma radiation proves to diminish over water, even small streams, and it is suggested that this may influence sensitive diviners. The hint has brought out several new pieces of water-finding apparatus, which, however, are yet to be satisfactorily tested.

NEW MATCH-STICKS.

The artificial-wood process lately shown in London by Louis Carré uses straw or dried grass as raw material, and is claimed to produce match sticks at a material saving. The straw is first flattened between a pair of crushing-rolls. It is then passed between two cutting cylinders, which have deeply serrated surfaces so placed together that the raised ring of one fits into the groove of the other, and these cutters divide the flattened straw into strips. A little adhesive being applied, these strips are fed to a continuous band between two layers of paper. The paper-covered straw is next compressed between a pair of rolls, and is then passed slowly between two endless moulding chains, which are sufficiently heated to harden the agglutinating material. The layer of round splints produced is cut into suitable length for matches before dipping into the igniting mixture.

THE TRACK OF LIGHTNING.

The marks left by lightning on a boy of eighteen were described at a recent inquest at Battersea, Eng. The medical attendant stated that the electric current seemed to have entered at the right side of the back of the head, cut a long, deep gash around the right side of the neck, and then to have taken a zigzag course down and across the chest, passing down the right leg and out at the great toe. A bullet-like, jagged hole marked the point of emergence, while the toe was turned perfectly black. The cranium was lacerated, a burn on the throat showed where the collar stud had been, and tree-like impressions were left on the thighs. Death resulted from shock. The buckles of the boy's braces were near the paw taken, and were made slightly magnetic.

TUBULAR SPRINGS.

Tubular coiled springs have been made by a French engineer, Francois Ernout, and have given quite astonishing results. A Paris laboratory tested two steel springs—of exactly the same appearance—one of solid wire, and the other of tubing with a wall a twenty-fifth of an inch thick. A pull of 690 pounds stretched the tubular spring nearly 3 inches, the solid spring yielding less than 1½ inches, and the permanent deformation of the tubular spring was only 1.25 inch, while a stretch of 2½ inches left the solid spring permanently lengthened ½ inch. Besides being more flexible, the tubular spring is much stronger for like weight.

AN OIL ELECTRIC ROAD TRAIN.

The experimental transport train of the German army, the Muller road train, has a locomotive carrying at each end a petrol motor of 90 horse-power, with a central cab containing continuous current generators feeding electric motors geared to every axle on the train. The electric motors are mounted on two-wheeled bogies, of which two are placed under the locomotive and each vehicle. The driving is by differential gearing and side chains, and the coupling-rod connection makes each vehicle self-steering in the path of the locomotive. Each vehicle has a controller, so that it can be moved independently, for making up the train, by

THE BLOOD is the LIFE of the FLESH

Dr. Morse's Indian Root Pills—What they are and what they do. Their Four Principal Ingredients.

It is an established fact that all diseases spring from one source, namely: Impurity of the Blood. Therefore our strength, health, and life depend upon the vital fluid. When the various passages become clogged, and do not act in perfect harmony with the different functions of the body, the blood loses its action, becomes thick, corrupted, and diseased, thus causing pains, sickness, and distress of every name; our strength is exhausted; and if Nature is not assisted in throwing off the stagnant humours, the blood will become choked and cease to act, and thus our light of life will be extinguished. How important, then, that we should keep the various passages of the body free and open, and if assistance is necessary to have at hand that invaluable remedy, Dr. MORSE'S INDIAN ROOT PILLS, manufactured from plants and roots which grow around the mountain cliffs in Nature's garden, for the health and recovery of diseased man.

One of the roots from which these Pills are made is a SUDORIFIC, which opens the pores of the skin, and assists Nature in throwing out the finer parts of the corruption within.

The second is a plant which is an EXPECTORANT that opens and unclogs the passage to the lungs, and thus in a soothing manner performs its duty by throwing off the phlegm and other humours from the lungs by copious spitting.

The third is a DIURETIC, which gives ease and double strength to the Kidneys; thus encouraged, they draw large amounts of impurity from the blood, which is thrown out bountifully by the urinary or water passages, and which could not have been discharged in any other way.

The fourth is a CATHARTIC, and accompanies the other properties of the Pills while engaged in purifying the blood, and the coarser particles of impurity which cannot pass by the other outlets, are thus taken up and conveyed off in large quantities by the bowels.

From the foregoing it is shown that Dr. Morse's Indian Root Pills not only enter the stomach, but become united with the blood, for they find the way to every part, and completely root out and cleanse the system from all impurity, and the life of the body, which is the blood becomes perfectly healthy; consequently all sickness and pain are driven from the system, for they cannot remain when the body becomes pure and clean.

Dr. MORSE'S INDIAN ROOT PILLS are an efficient, reliable, and safe remedy placed on the market at a price within the reach of all. The Pills being sugar-coated, are pleasant to take, and retain their full medicinal properties. They are packed in amber-coloured bottles—not in cheap wooden or pasteboard boxes—and are thus always fresh and clean, impervious to moisture, unaffected by climatic conditions, and do not deteriorate by keeping as all liquid medicines do.

DR. MORSE'S INDIAN ROOT PILLS

FOR THE LIVER

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THE MAN IN THE BARN.

BY

MORLEY ROBERTS

(Author of "Immortal Youth," "A Son of Empire," etc.)

The weather was keen and cold and from the farm all round to the horizon the world was a sheet of dazzling white snow. Here and there the groves of trees standing to the north and east of the farms showed up darkly, for northern Iowa is flat, as flat indeed as a table, and one can see very far without any let or hindrance. The grove which would one day shelter Seth Ward's place was still young; the trees had only been planted for four years. Far to the west there was a little break in the snow level due to the line of rail-road running to Vincent. The wind had cleared the weather bank of the rail-road, it looked like a straight black line in the bright snow. It led north and south to the world of men; it was the only sign that cities stood somewhere beyond the verge of the white and deserted wilderness of hard frost.

Between the farm house, backed up on the cold north and east sides with earth and manure, and the grove lay the farm buildings: a big gaunt barn and the low stables where the cattle housed with the horses. The winter of the northern plains is too hard for any but the toughest cattle who can paw and rustle for a living and get down to the scanty winter herbage. Beyond the feeding of the horses and cattle there is little to do in the winter: the ground is hard as iron. No one can even dig a grave. If wolves come, and they sometimes will, they may starve beside the frozen carcass of a cow. What work is done, is done away in the woods, in the forests of Michigan and Wisconsin, where most of the able bodied men go when the snow flies. But Seth Ward went lumbering no more. He had been badly hurt in a jam when driving in the Menominee River, and would never use the axe again.

"I'm to stay to him forever more, Maria," he said to his wife when he came back crippled and limping after a spring in the hospital at Menominee.

Poor Maria Ward, who had always found the world a tough place, found it harder still now that her man could do little more than live at home. For those who till the soil in countries where there is seven months' winter have a hard row to hoe. She was thin and gaunt and grey: her hands were like a man's with labour: the red colour faded from her cheeks and she grew pale.

"You've been a good man, Seth," was all she said.

"Aye bin—" was all her man replied.

But an hour later he said, "Bill's got to be the man now."

Their eldest son had died in the woods. A big pine had fallen on him. Bill was nineteen, and his sister fourteen. She seemed the older of the two, for she had lived with her mother, and understood the soul of the woman which lay beneath the hard ungenial crust. She was homely too, almost ugly, and even now knew that very likely she would never have any "young feller" after her. The whole spirit of youth in the family was in Bill.

"Air you allers goin' to be a boy?" asked his mother. He smiled and never answered as he played on a rickety mouth organ. Sometimes he made real music out of it.

Many years ago before he had been subdued to the barren soil and to the sunless aspect of the great forests, Seth Ward himself had been such a boy. Even now when he was crippled and a wreck he kept a wonderful strong cheerfulness, and if his wife looked very sad he would whistle like a bird, whistle some old tune of their courting days and nights, and make his wife smile wistfully. Yet even he knew that Bill, big and strong as he was, felt too little for his age, the great responsibility of life.

The boy would sit on a fence and dream of the big cities, and ponder upon the woods, desiring to wander there, rather than work there. He was full of life, as irresponsible as a wood-chuck, or as a chipmunk. He could sing and when he sang he forgot his work. He saw beyond the circle of the world in which he was placed, and yet cared not. Youth seemed to him inexhaustible. It was a perennial spring. He had never seen death, nor had he ever faced it on the plains where it walks in the whiteness of the snow and in darkness of the bitter winds.

"Air you allers goin' to be a boy?" repeated his mother. "Git up, Bill, and get me in some wood and min' you split a pile o' kindlin' too. It's getting mighty cold."

So Bill put his mouth organ in his pocket, and went out to the wood pile. He brushed aside the snow and "lit" into work with his axe.

"Pears to me mother's a mighty worryin' sort," he grumbled. "Cayn't a chap play a tune? I'll be off out o' this one of these days, 'pears to me."

All things seemed hard to him. He never saw how hard they were to her. She never said a word about the southern country from which she came, that was God's country to her. It was all mighty well to aver that the United States made one great country, but she and a thousand exiles knew better. What relation, save that of difference, deep and pathetic, was there between the wood and water of the Blue Grass Country and its types and these prairies of the North? Sweet was their breath when the spring came, but it was only sweet to those born there, born and bred and subdued to them. Only such could see its charm and feel a thrill in fighting it when the snow flew. They could feel that the wind of winter was beaten when they sat in the shelter of their little grove, but she recalled the forests and the hills, the sweet blue hills far off, and here looking from the door, with a lifted hand to hide her eyes from the searching sun in summer, she saw nothing but a dreadful fatness alien from her soul.

And these winters! They were cruel! They slew strong men and hardy stock. The blizzard blew up from the north and the world was a cruel whiteness, and it was a country of death, covered with a sheet like a dead thing. This was her outward terror, if God's Country was a complaint within, for she feared those arctic winds when she was alone, they told awful stories and she shivered. Iowa had slain her eldest boy and had crippled her husband. Some day it might claim Bill, who reminded her of her own brother, in far off Kentucky, who had been such a boy, so careless, so childlike. Sometimes when she was sweet to him, Bill spoke to her of Kentucky that he had never seen and she knew that he pined to go there, or not there perhaps, but anywhere. The spring's always in the blood of youth. She prayed for the passing of his youth in spite of herself. She wanted him to be a man, to understand how heavily the world weighed upon his father and on herself, and even Nancy. For, when care comes into a house the women have no youth, and Nancy understood. But she loved Bill, and looked upon him as if he were a child, and she seemed strangely older than he though he was six feet high and she a shapeless lath of a girl, with her unkempt hair loose in the wind.

"It's hard on Bill," she told herself. She understood how he hungered for the outside world. She loved to hear him sing, even when he sang the poor flat songs of the woods brought home by her dead brother and her father from the camps. There was one in which the men hurried back to dinner, "for they feared to miss their pie," and somehow that was very pathetic to her. Though she could not have explained the reason, it almost made her cry; she felt sorry for those big men in the cold woods who loved a little think like "pie" and hurried for it. They were men, and all men, though a shelter when there was danger, were such children. Once her mother told her so, and henceforward she looked on her father with different eyes, and sometimes stroked his hair. But of course she could not do that with Bill. He was not such a grown up child yet. Somehow she did not wish him to be, as her mother did. To be a man was a hard thing and it meant being a sad wise child, and she preferred to see Bill sit gawily on the fence and blow a mouth organ while she toiled at the wood pile. She would have worked for a lazy poet in another life.

And so the winter had come again, and the prairie that had been a dusty plain grew white, and frost locked up the fertile land. The long siege of the great northern prairie was at hand. The winter sat down before the little huts that men had built for themselves against his coming, and each hut was for a long while isolated, and the neighbour that one could spy afar off in summer was now hunched up in snow and no longer a neighbour. Yet after awhile when the snow ceased to fall and the sun shone and there was no wind, they broke roads in the snow and sleighed to each other's farms and were very merry, feeling that they were visitors. For then the air was like wine and even Nancy looked almost pretty.

Her mother feared this weather more than the time of the flying snow, for it leads men out into the open, which seems so sweet and fine to them, and at any moment may be a blizzard which sucks the heat out of man or beast and slays them.

For her there was always a blizzard in the north ready to slay those she loved. In the first year of their life in the North one had caught Seth Ward and nearly killed him. He had burrowed deep into a drift and stayed there for two days, while his horse perished outside his own stable. Those two days Maria had spent in agony that bit deep. Now the sound of the north wind, wailing across the white world, made her tremble. She hated to see her man or Bill go away even when the sun shone and the air was like crystal. The North was her enemy. And yet it might be her friend.

They had had trouble with Bill that winter. His sense of life was strong: he found music in the very aspect of the world and in the winds. But the music that he loved was music to which one dances. In the dead season of the year, they sometimes dance there. A farmer will clear out a half empty barn for dancing and all the neighbours come, defying the weather and the chances of death. There was never a frolic within ten miles that Bill did not attend. At some of their only music was his mouth organ, which he played skillfully, like some rude Pan, for ever youthful.

"Air you allers goin' to be a boy?" his mother asked again and again. But it was good to feel youthful, and he did not understand that he was selfish, that he left his crippled father to do what work there was with the stable horses and their few cattle. And then one day, one memorable day, his mother forbade him to go.

"Goin' to Smith's, Bill! No you ain't: you'll stay to look after things. Your father's poorly, cayn't you see it?" No, he could not see it.

"Why, mother they're re-lyin' on me for the moose. Ole Smith's bot a concertina special, and I'm to try it." Well you cayn't try it, Bill. You're a selfish critter, and me and your sister Nancy hev to do your work. I'll not hev you monkeyin' around like this. You'll stay to him. Air you allers goin' to be a boy?"

He caught Nancy's imploring eye and did not answer his mother but went away to the stable and almost cried. "I'd ha' taken Nancy," he said. "I would do the girl good. I'll quit this and go South, go on my own." He could not see what Nancy saw. He had no vision of their loneliness, of their failure which their father carried off so cheerfully, nor of his mother's grey grief if he really did leave them. He was a boy and didn't understand. All he understood was that the neighbours, when they made holiday, were glad to see him, glad to hear him pipe his primitive music, glad to hear him sing. There was something of the artist in him; and he loved applause.

It had been a splendid week, calm, clear, and sunny. The snow was a dry powder: children could play in it, and many did among the neighbouring farms. The white of it was glittering, and the air the very wine of life. But now there came a peculiar darkening of the air, a faint haze that seemed the visible robe of the bitterer frost that lives in the muskies of Canada and chills and makes rigid the arctic seas. The sun lost a little of its gold: it looked colder, a separateness came over it: it shone more aloofly: was less a creature of the arching heavens, less a part of human life. The blue faded, and was greyer. There were faint flaws of air across the snow. Men got a little uneasy: they became serious.

"She's a comin'," said Seth Ward. "She!" asked Maria wondering. "The blizz'rd, M'ria," said her husband. She had forgotten that he always called a blizzard "she."

Bill stalked through the day, and never sang or piped. He thought of going to Smith's whether or no. Why should he not slip out soon after dark and hitch old Baldy to the sleigh? His mind was in the stir and motion of the dance, of the company who praised his playing. Till now he had not set his fancy on any girl. His passion was for music as he understood it, and the greatest musician he had ever heard was Canadian Pete, a French Canadian, who played, as Bill thought, most divinely on the fiddle. If he too, could only play on a fiddle!

Instead of that, life was made up of looking after horses and cows and cows, and of chopping wood. They even used to let him go to the woods, the great romantic woods where men laboured not for dollars and pie, but for the great labour's sake and the big world's needs. He spent the afternoon that grew greyer still in cutting wood and sometimes a tear almost froze upon his cheek. Why wasn't a man free? He called himself a man definitely for he was very strong and to him his strength seemed manhood.

It grew dark soon after four, but he worked in the stables with a lantern, giving the horses and cows their hay and watering them. The water came from the frozen creek, deep in ice, and every day he had to break more than once the thick ice that formed in the hole he had made for water. At six he went in to supper, and eat it in silence. Neither his mother, or his father saw aught amiss with him, but Nancy did. She looked at him nervously.

"Bill's mighty cross," she said to herself. The old man talked of blizzards and of the one which had caught him. He told the story over again for the hundredth time and then chewed upon the reminiscence.

"Made me think a whole lot, M'ria," he said pensively as he puffed at his pipe. "We was all younger, then, and burrowin' in the snow, knowin' as I knew that you was awaitin' and a'fearin' put the fear of Gawd into my heart. I might ha' left you and the kids and the mortgage heavy on the farm. It's hunky to think I'm hyar, arter all, and none of us out in it, if so be it comes to-night."

"Aye, it's a comfort, Seth," said his wife. It was also a comfort to Nancy. But presently Bill lighted the lantern again. No one looked at him but Nancy. She followed him to the door, and wished to speak to him. She clutched at him timidly as he put on a heavy old moth eaten buffalo coat. He wore his high wood lined boots always in this weather.

"What's wrong, Nancy?" he asked not unkindly. "I'm a'thinkin', Bill—" "Don't you strain your thinker none," said Bill. "He went out into the chill night and the visible breath of frost, and Nancy went back to the fire sighing. And presently the wind sighed strangely.

"She's a comin', sure pop," said Seth. He hooked his shoulders forward comfortably and stretched his hands to the fire. And the next moment "She" came, with a sound like a breaking wave. Hard particles of snow hurled themselves at the window. Maria peeped and put the shutters to and drew the curtains. "Bill's in the stable, Maw," said Nancy. "won't you leave the light for him to see?"

"Surely, M'ria," said Seth. He told them about Bunk Goodman who had been frozen in a blizzard between his own house and the stable. Bill must rig up a rope between the house and the barn. "Taint no use takin' chances with blizzards," said Seth.

Now the wind was on them: it wailed dreadfully in the chimney and round the house which was banked up to the eaves with manure to keep the cold of winter out. If it had been day it would have been almost as dark as midnight, for the

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But manhood was nearer him than he knew. It is a bitter gift and comes one knows not how, nor when, nor why. It comes like the sense of tears to many. And so it came to him. For some it is born in their sleep, perhaps in a dream. For others it is a gift of dawn and means a strange awakening. For others it is of the night and means something withdrawn from them. To the boy it was the gift of the North Wind.

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air was full of frozen snow, that did not fall, but was driven straight along the wind. It was like powdered glass. What it touched it stuck to and froze hard upon. "She's blowin'," said Seth with a laugh. But Nancy did not laugh. She rose and went to the door.

"Where yer goin', Nancy?" asked her father. "I'm 'thinkin' of Bill, Paw," she answered. Her eyes were full of alarm and her mother saw that they were. Her own answered.

"I'll call him," she quavered. "Call! He'll not hear," said Seth. But he too grew uneasy, and rising limped to the door. When he opened it a blast of snow, sweeping round the side of the house, came in even from the south. The air was thick with the powder of snow: the inner light shone upon it as it whirled in the mill of the north wind.

"He'll stay there," said Nancy, in an agony. But Seth looked at her and his wife. "He's got no sense," he murmured. He shouted, but in the sound of the hurricane his voice seemed a vain thing. Every moment the gale grew heavier. Seth shut the door suddenly.

"There's no rope here?" he asked. He meant to go out into the blizzard with it attached to him to look for the lost barn. But there was no rope.

"I'll go," said Nancy. But Seth cured her foolishness and stared at her mother. "Where's the ball o' twine?" asked Seth. And Nancy knew where it was. Her father put on his coat and heavy long boots, and with the twine tied up his wrist went out into the blizzard while his wife let the ball unroll upon the earthen floor, running it through her hands.

She forgot her man at that moment and thought only of Bill. Nancy kept her eyes upon the rolling ball. It seemed as if it had a life of its own. "He'll be there now," she said. But in that hurricane a man might miss anything. Seth was in black darkness, in a mud wind that nearly blew him off his legs. He saw nothing, felt nothing but the wind. And yet at last, just as Maria cried out to Nancy, seeing that the ball of twine was now but the little middle bank on which it was rolled, he came butt against the barn and found the door. It was dark when he opened it. He called and heard no answer, save the whimper of Baldy, old Baldy's mate. And that Baldy did not reply to him told him the truth. That truth was corroborated when he found the lantern hanging on a nail by the door.

"He's away to Smith's and he'll never get there," said his father. He shut the barn door: turned and faced the wind, and rolling up the twine in his frozen fingers came back at last to the house.

"He's taken the sleigh, and old Baldy," said Seth, gasping. He stumbled as he entered the door and his wife caught him. Nancy wailed, "Bill, Bill," but his mother said never a word. She knew, and none knew better, that nothing could be done. She sat down by the fire and trembled.

"He was allers a boy," she cried. "And I was hard on him!" She prayed out aloud to God, to the god of the winds and the frozen north, and the god of her own sweet country, and the others prayed with her. But outside the bitter northern screamed forlornly. They sat in dark, unspeakable isolation, and resented the very warmth they huddled over. By now, now, even now, Bill might be dead!

He was three miles north of the farm when "She" came upon him and turned the night, which had been yet starry, into a blinding chaos, wherein there was no direction. He heard the fine far wail of the wind long before it struck him. It sounded like the scream of a lost creature, like the voice of a damned soul, and old Baldy, long acquainted with the prairies, hesitated at the sound. But Bill, urgent for the egg and dance and the sound of his own pipe, then warm against his heart, urged the wise reluctant beast forward. But the air grew bitter with frost, and struck through him, and a fear which he had never known grew up in him. For the first time in his life he recognised the deep nature of loneliness, and the necessity of warmth and brotherhood and the sounds of a live fire. This was a warning of death: his nature, beneath his consciousness, understood it, and his chilled blood stayed in his heart for a moment. But still he whipped up Baldy.

And then the wind screamed again, and was nearer. In one moment he heard a sound which destroyed itself, by dethroning all separateness and overwhelming the silence of the plains, and he was in the grip of the white blizzard, and was blinded. The sharp edged powder of the level storm took him in the face, and his hardened skin smarted as though it had been scalded. The horse stayed instantly with his head down and then turned, almost overturning the sleigh. And the boy knew not where he was, and had no sense of direction, save that he knew that the wind was out of the north, and that safety, if there was any safety, lay homeward toward the south. And thither his pride forbade him to go. He endeavoured blindly to turn Baldy back to the north, but now the patient animal of the plough, who understood deeply the nature of slush and wind and frost refused to answer to the "lines" and stood unmoved. Bill

(Continued on Page 8.)

Rowland's Kalydor

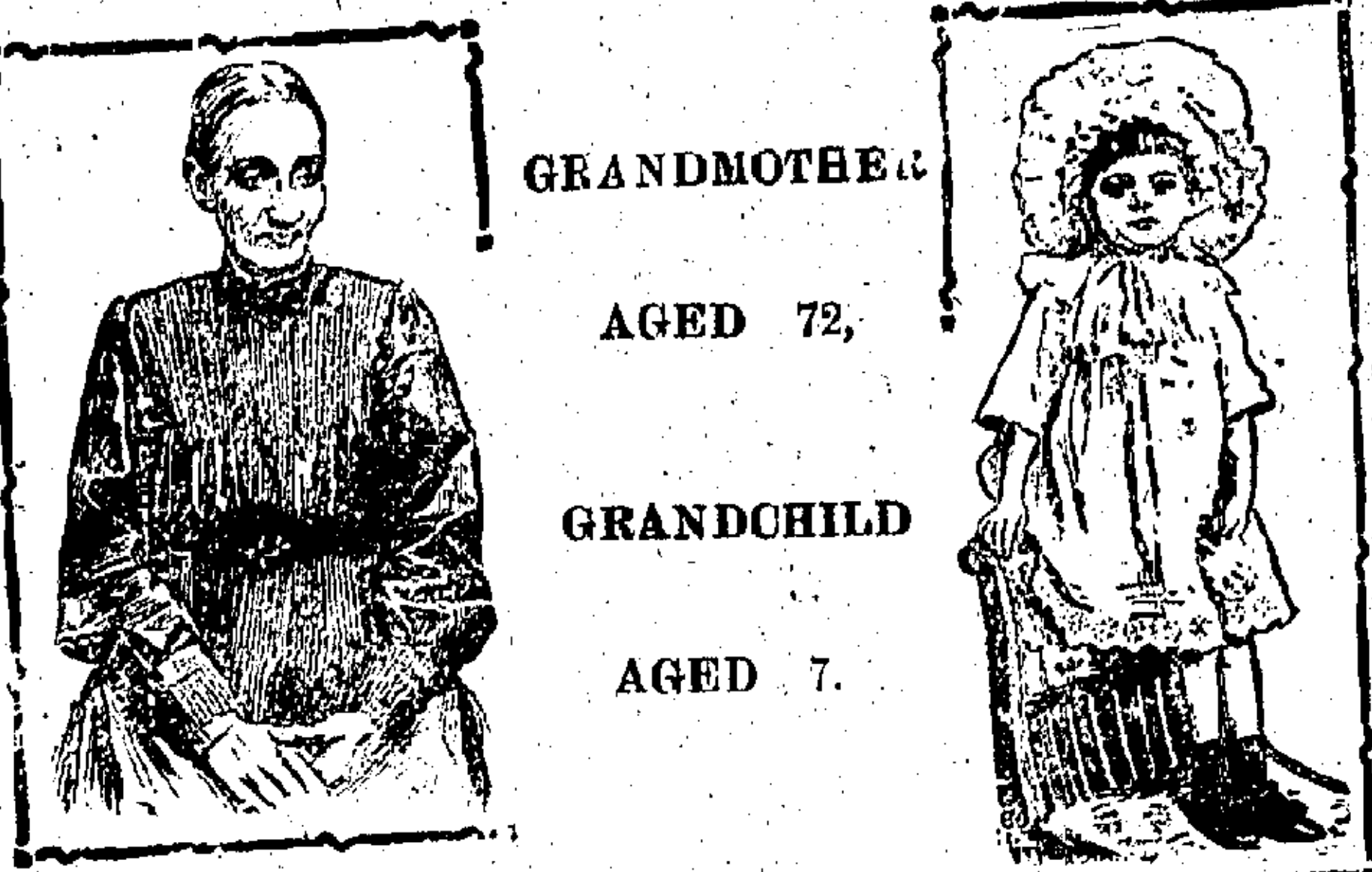
Makes your skin soft and smooth.

You can easily have a clear, velvety, healthy complexion if you use

Rowland's

Kalydor

"For Your Skin."



GRANDMOTHER

AGED 72.

GRANDCHILD

AGED 7.

REGAIN HEALTH BY THE SAME MEANS.

THE GRANDMOTHER'S STORY.

"The energy and vitality which I possess at the age of seventy-two is the marvel of our friends," said Mrs. Barnett, of 91 Reservoir Road, Colombo, Ceylon, whose portrait, with that of her little grand-daughter, Dorothy Wilson, appears above. "A few years ago my health was the cause of much anxiety, for my

HEART BECAME AFFECTED and an overwhelming weakness took possession of my body. When I forced myself to swallow a little nourishment it was all I could do to retain it.

"I sought medical aid but my heart grew worse instead of better, lightning-like pains often causing me to clutch my chest and gasp for breath. Through want of nourishment and sleep I lost weight and strength until I became almost bed-ridden, but happily this latter stage was averted by the timely use of Dr. Williams' Pink Pills for Pale People.

"With only the first few doses of these Pills I felt fresh strength in my system, and as I continued my restoration to health was really rapid. I am no longer troubled with my heart, can eat and sleep well now. My little grand-daughter, too, positively owes her life to Dr. Williams' Pink Pills.

THE STORY OF THE CHILD.

At this point Mrs. Wilson, Mrs. Barnett's daughter, took up the narrative. "My little girl Dorothy could not possibly be alive to-day but for Dr. Williams' Pink Pills," said she. "At the age of 6 months the child had a severe fever accompanied by glandular swelling; she became awfully emaciated; I took her to all the best known doctors in Colombo during the five years following this, but they differed as to her illness and I was at my wits' end what to do.

"By careful nursing I got her into a slightly better state of health. But all hopes were dashed to the ground when she was seized with attacks of

FITS AND CONVULSIONS

growing worse and worse every day.

"Reading how Mrs. Bay's son was cured by Dr. Williams' Pink Pills, I tried these Pills for Dorothy. It took several bottles of them to bring about any marked change, but eventually signs of improvement were perceptible, and she began to sleep peacefully at night. Slowly but surely the fits diminished and so did the pains in the head. After three months' treatment with the Pills she was quite well."

FOR PERSONS OF ALL AGES AND BOTH SEXES

suffering from maladies due to impure weak blood, or disordered nerves, Dr. Williams' Pink Pills for Pale People are a remedy of the utmost value, curing among other disorders, Anaemia, Debility, Malaria, Digestive troubles, Rheumatism, and those special ailments which afflict women only. Obtainable from medicine vendors, also from the Dr. Williams' Medicine Co., 84, Szechuen Road, Shanghai, one bottle for \$1.50, six for \$8 post free. Remember, the Pills that cure are

DR. WILLIAMS' PINK PILLS.

A SAVING OF 20 TO 25 PER CENT. NETT IN THE USE OF COALS

OF ALL QUALITIES.

A product exclusively mineral, without smell or danger, and stable. Increase in production of steam. Suppression of smoke, cinders, slack and clinker.

No preparation or special handwork necessary. Guaranteed on invoice against oxidation of bars, firebricks, plates, tubes, etc.

Of interest to manufacturers, railway and shipping companies, etc. Sale price 4,300 Frs. per 1,000 kilos. Carriage and all charges paid. One thousand kilos would effect a saving of 20,000 Frs. The monopoly of sale for 15 years in every country of the world is to be granted to an influential person having connections with public bodies or Governmental Departments, etc., and offering best guarantees.

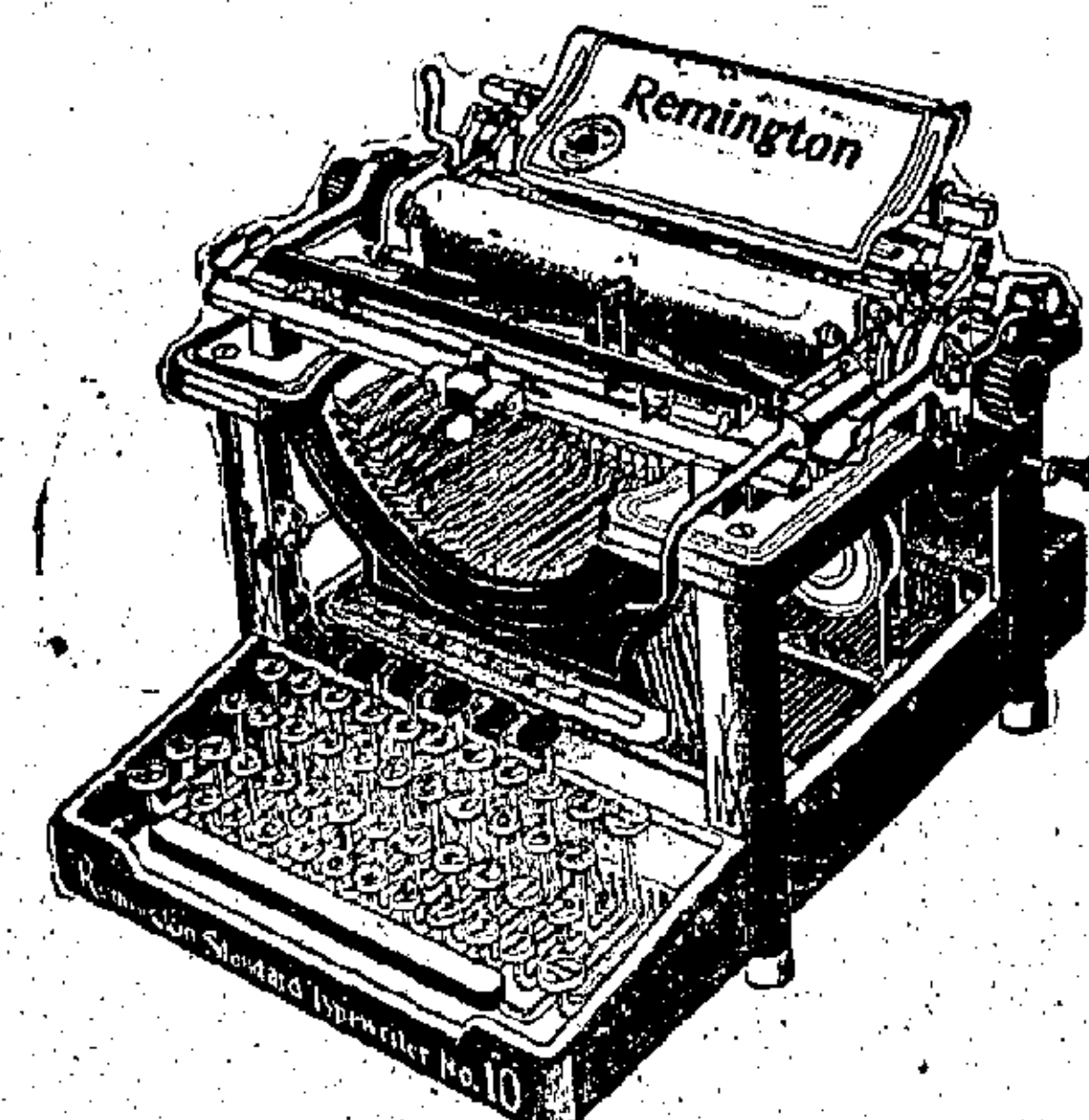
A reduction of 30 per cent, i.e. 3,150 Frs. nett, for 1,000 kilos cash payment.

Address: EPARCKE DES CHARBONS, 15, Avenue Mervédis, Paris.

560

"A MACHINE A MINUTE"

The week just closed, as this issue goes to press, has been epoch making in the annals of the writing-machine. A great milestone has been reached and passed in the history of the



Remington Typewriter

During the week we have booked orders for more than a machine a minute for every working hour.

VISIBLE MODELS 19 AND 11

Not many years ago Remington sales were sixty machines per month; now they are over sixty machines per hour. MORE THAN A MACHINE A MINUTE. Such is typewriter development; such is Remington progress.

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SIEMSEN & Co., (MACHINERY DEPT.)

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524

ON SALE.

HONGKONG HANSAARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1911.

REVISED BY THE MEMBERS.

PRICE \$5.

DAILY PRESS OFFICE, Hongkong, 6th March, 1912.

THE MAN IN THE BARN.

BY MORLEY ROBERTS

(Author of "Immortal Youth," "A Son of Empire," etc.).

(Continued from Page 7.)

struggled with him for a minute and for another full minute struggled with himself and half understood what he struggled with and why. And suddenly, as a man must, he recognised for the first time the immense power of necessity, and faced his own fear and saw that it was fear and that fear was wisdom, bitter though it seemed. And over and above fear, he felt courage in him, and was pleased, for this was the first time he understood it, even dimly, for no one knows he is brave unless he fears.

For he said— "I'll never see Maw again, or the old man, nor Nancy."

Tears froze upon his cheeks, and with sudden desperation he whipped up Baldy for home, down the hill, but he did not know if he or the horse would find home. And both knew that unless they did they would die. For the air sucked the heat out of them, and Baldy was old, and the darkness showed them nothing, and the faint track in the frozen snow was easy to miss.

And presently they missed it and Bill knew they were on the prairie by the different going of the sleigh. And the wind was rather on his cheek. So he turned to the left again or rather tried to turn. But Baldy would not obey him, and then Bill remembered that the track curved and let the horse have his way. For horses know so much.

And the hurricane blew still more bitterly, and it seemed to Bill that he had been driving for miles and must have missed home.

But he saw in his mind the comfort of the house and the fire and saw them all waiting for him. But not yet did he care much for them. He cried out—

"Oh, where am I?"

And the gale drove them on. But at last Baldy suddenly stopped and Bill's heart gave a leap. He stumbled out of the sleigh, and found that he could barely move—the frost had so got hold of him. But he felt nothing or rather two old posts. And then he understood that the poor old horse had brought him not home but to the horse's old stable a good quarter of a mile from home. For Baldy had been reared there, in a burnt out place belonging to a man now dead, who had also perished in a blizzard. And Bill groaned as Baldy snatched at him with his big soft lips, asking for help. And Bill held on to him and thought, and he remembered the set of posts and that home should lie in a line with them to the left. So he got into the sleigh again and whipped up the failing horse with falling hands. And now his teeth did not chatter. His very jaws seemed frozen.

He said "God help us!" But what had helped those who had been frozen in the snow these many years back? He took what direction he could in his mind and remembered how the wind would drive off to the right again, and then he got out of the sleigh. For he knew he could not measure distances in it, but might as well try, and he worked out in his mind how many paces it should be. But he barely felt his feet and knew that he was freezing fast, and that another half hour outside shelter would kill him. And when he had counted five hundred paces he stopped and Baldy came up to him and put his head against him. Bill said—

"Oh, you poor old devil, where are we?"

But Baldy said nothing. So Bill went a little further and moved up against the wind. And suddenly Baldy gave a neigh, for he smelt home near at hand, even in that bitter frost. They were within ten yards of the barn and did not see it. For they could see nothing nor looking up the wind could they open their eyes. But, seeing that the horse smelt it, Bill knew that it was to windward. He remembered stories of those who had died within a yard of home, died within reach of their weeping women-kind, who did not know that nothing but the door separated them from those they loved and feared for.

"Maw will be cryin'," he said. He was very sorry for his mother. And Baldy slipped and fell upon his knees. For he was an old horse. He tried to neigh and then Blacky inside the barn answered, and Bill reached out his hand and touched the very door itself! The next moment he was inside and with chilled helpless hands endeavored to light the lantern, and at last succeeded, and then he too went down on his knees and nearly lost consciousness. But he thought of old Baldy just outside the door and he went out again, and with a cruelty that wrenched his heart, he made the poor old beast rise at last and got him into the stable. And then he cried like a child and put his arms about the old horse's neck. For Baldy had saved him and he grieved for the poor beast. But the stable was warm, and Baldy, now covered with sacks and lying in the straw soon raised up his head again and whinnied feebly, so that Blacky answered him from near at hand and with joyful emotion, as it seemed to Bill. For he understood the nature of horses.

And Bill rubbed his own ears with snow and also his nose, which he could just feel when the prickling circulation came back into it at last felt them hurt him. And although he was glad he felt very strange, and very tired and very curious, even monstrously, old. For age is nothing but the approach of death, or the sense of it, and those to whom it comes near are made men. And now Bill, putting aside his own fear, thought of the fear of others. He said—

"The poor old folks in the house."

The tears ran down his face.

"An' pore Nancy! She'll be cryin' some. They'll be reck'nin' I've gone up the flume!"

He staggered as he spoke, for now he yearned to sleep, to lie in the warm hay and cover himself up. That big hour in the prairie had been an immense fatigue

and the hay was a powerful temptation to him.

"They'll know I'm all right in the maw'nin'," he said doubtfully, "an' it's some dangerous to find the house!"

But they would suffer and he knew it. That he knew it seemed strange to him, for he had never understood it before. And he remembered now that Nancy's eyes were often full of suffering as well as those of the old folks, and he understood that too. He wondered why he had wanted to go to Smith's.

"Seems to me I'll never play on the mouth organ no more," he murmured sorrowfully. There were many other things to do, and even yet he could not leave the shelter of the barn. He covered up old Baldy with more sacks and put hay over them, and he warmed his hands on the old horse till at last they tingled no more.

"I'll be getting back to the house," he said. He felt much stronger and did not know that he was older. So he took an old lariat and some old cart ropes and knotted them together, and tied them to a hook outside the door. The flying snow cut his face and he worked with his eyes shut. In them was a vision of the room in which his people prayed for him. Then he took the lantern and started for the house which was wholly invisible and only a thing to be guessed at. The bitter driving snow was lighted in a faint glowing circle by the swinging lantern as he moved with pain and labour against the hurricane. And then he came to the end of his rope, and still could not see the house, and he would not shout, for he desired to go in quietly. So he bowed his head to the wind and went again to his back to the wind and lengthened his rope with the lines of two sets of harness. And so he got back home and found the door, and unlatched it and went in.

His mother fell back in her chair, and could not speak, but Nancy cried out, "Bill, Bill," and Seth Ward, being no longer sad, but furious, cried out—

"Where the hell have you bin'?"

And Bill answered quietly as he closed the door—

"I've been tryin' a fool's trick, dad, and I'm sorry if I've scared you any."

Then his mother said bitterly—

"Oh, you'll allus be a boy!"

But Nancy and he looked at each other, and he smiled. The girl knew better.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBROUGH, HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENSTRAE," Captain Jas. McGilvray, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 23rd inst., at 10 A.M.

All Claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 17th April, 1912. [584]

NOTICE TO CONSIGNEES.

THE P. A. O. S. N. Co.'s Steamer

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out by Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS.

All Claims must be presented within FIFTEEN days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 17th April, 1912. [1]

NORDDEUTSCHE LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 24th inst., at 9.30 A.M.

All Claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD, MELBOURNE & Co., General Agents.

Hongkong, 17th April, 1912. [5]

TO LET

TO LET.

ONE THREE-ROOMED RESIDENTIAL FLAT at Kowloon, with every modern convenience. Immediate possession. SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT 48 with WHARF.

Apply to— HUMPHREYS ESTATE & FINANCE Co., Ltd.

Hongkong, 18th April, 1912. [525]

TO LET.

OFFICES and GODOWNS in Duddell Street.

No. 12, BEACONSFIELD ARCADE, First Floor.

No. 13, BEACONSFIELD ARCADE, First Floor.

"ROGATE" Austin Road, Kowloon, from 1st April.

No. 57, PRAYA GRANDE, Macao. Apply to— LINSTAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 13th April, 1912. [122]

TO LET.

GODOWN, No. 4, New Preys, Kennedy Town.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st April, 1912. [120]

TO BE LET.

ON OR ABOUT 1st MAY, 1912.

SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.

A. S. WATSON & Co., Ltd., Alexandra Buildings, Hongkong, 29th August, 1911. [123]

TO LET.

BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.

Apply to— LINSTAD & DAVIS, Alexandra Buildings, Hongkong, 20th March, 1912. [481]

TO LET.

OFFICES on 3rd Floor, Hotel Mansions facing Harbour.

OFFICES on 1st Floor, Hotel Mansions. Apply to— HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 12th March, 1912. [388]

TO LET.

OFFICE in Alexandra Buildings.

Apply to— A. S. WATSON & Co., Ltd., Alexandra Buildings, Hongkong 26th February 1912. [367]

TO LET.

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THE WHOLE FIRST FLOOR of the OLD LAND OFFICE, QUEEN'S ROAD, opposite d'Aguilar Street.

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TO LET.

"WELLBURN" The PEAK, 6 ROOMS, from 1st June, 1912.

Apply to— PERCY SMITH, SETH & FLEMING, 5, Queen's Road Central, Hongkong, 16th April, 1912. [417]

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ROOMS on the 1st Floor of Wm. Powell & Co. Ltd., New Building, Des Voeux Road Central; suitable for Offices; Electric Light, Lift; Lavatories with all Modern Conveniences. May be inspected on application to— Wm. POWELL, Ltd., Alexandra Buildings, Hongkong, 29th February, 1912. [383]

TO LET.

OFFICES in King's Building.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st April, 1912. [12]

MITSU BISHI CO.

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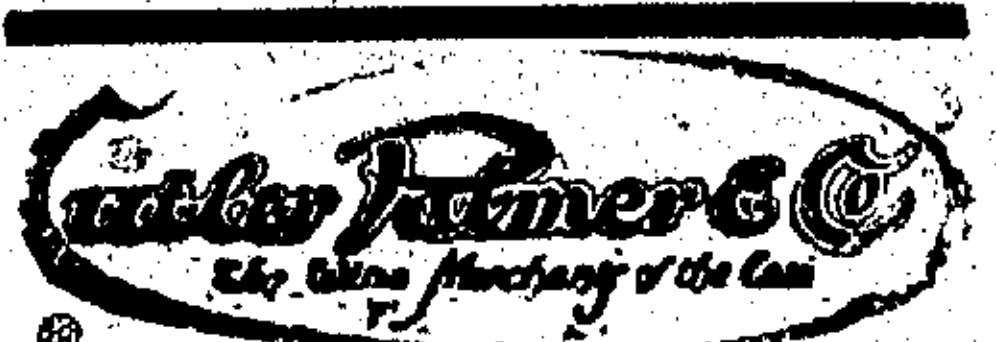
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BRANCH OFFICES—NAGASAKI, MOJI, KANAGAWA, YOKOHAMA, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

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For Particulars, apply to Y. SHIBUYA, Manager, No. 2, Pedder Street, Hongkong Hongkong, 10th August, 1911. [563]



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1745.

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[62]

SHIPPING IN PORT.

STEAMERS.

AIKOKU MARU, Japanese str., 2,465, Yoshihara, 15th April—Japan 9th April, Coal.—Mitsui Bishi Goshi Kaisha.

CAMBRIE OF HULL, British str., Shelton, 14th April, Newport 15th Feb., Coal.—Blackhead & Co.

CATHERINE AFBAR, British str., 1,730, E. W. Hamlyn, 14th April—Calcutta—28th April, General.—David Sassoon & Co.

CRANESIA, British str., 1,493, E. Finlayson, 15th April—Melbourne 15th March, General.—Butterfield & Swire.

CHINA, American str., 3,186, Emery Rice, 9th April—San Francisco 12th March, Mails and General.—Pacific Mail S.S. Co.

CROISANG, German str., 1,012, Bruhn, 13th April—Manila 10th April, General.—Butterfield & Swire.

CURONIA, Russian str., 2,949, J. Laredo, 15th April—Singapore 15th April, General.—Seang Tek Hong.

DATSI MARU, Japanese str., 840, Somakawa, 17th April—Swatow 16th April, General.—Onaka Shosen Kaisha.

DAIKOKU MARU, Japanese str., 1,982, T. Nakamura, 18th April—Japan 18th April, Coal.—Mitsui Bishi Goshi Kaisha.

DALRYMPLE, British str., 2,999, R. Falham, 17th April—Liverpool, Singapore 11th April, General.—Butterfield & Swire.

EMPRESS OF INDIA, British str., 3,942, E. Beetham, 3rd March—Vancouver, B.C. 7th March, General.—Canada Pacific Railway.

FUJING, Chinese str., 998, A. A. Crawford, 25th April—Fuchow 13th April, General.—Chinese.

FOOSHING, British str., 1,423, Welsh, 9th April—Hongay 7th April, Coal.—Jardine, Matheson & Co.

HANGSANG, British str., 1,356, S. Wilda, 16th April—Shanghai 11th April, General.—Jardine, Matheson & Co.

KWANGTAN, Chinese str., 1,536, Stewart, 17th April—Shanghai 14th April, General.—Chinese.

LIAN, British str., 1,100, C. O. Williams, 17th April—Shanghai 14th April, General.—Butterfield & Swire.

MACHIE, German str., 994, R. G. Lollner, 15th April—Cebu 11th April—But

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The BANK LINE Steamers are of the Newest Design,
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ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

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TO GET THERE THAT'S A HOLIDAY.

WHY NOT

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Every "travel-wise" tourist takes the deservedly famous U.S. MAIL Steamers,
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STEAMERS	Tons	Starting	1912
CRITA	10,200	TUESDAY,	23rd April, at 1 P.M.
MANCHURIA	27,000	TUESDAY,	30th April, at 1 P.M.
NIPPON	11,000	TUESDAY,	14th May, at 1 P.M.
YOKOGAWA	27,000	TUESDAY,	21st May, at 1 P.M.
YFESSA	9,000	TUESDAY,	11th June, at 1 P.M.
KOFFA	18,000	TUESDAY,	18th June, at 1 P.M.
STEFRIA	18,000	TUESDAY,	2nd July, at 1 P.M.
CHINA	10,200	TUESDAY,	9th July, at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO. LTD., AND CHINA NAVIGATION CO. LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 20th April, 1912.

8 a.m. "HONAM." 8 a.m. "FATSHAN."
10 p.m. "KINSHAN." 5 p.m. "HEUNGSHAN."

SUNDAY, 21st April, 1912.

10 p.m. "FATSHAN." 4 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 21st April.

The Company's Steamship
"SUI AN,"
Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO. LTD., THE CHINA NAVIGATION CO. LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO. LTD.

CANTON-WUHOW LINE.

S.S. "SALINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAY" and "SANUI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

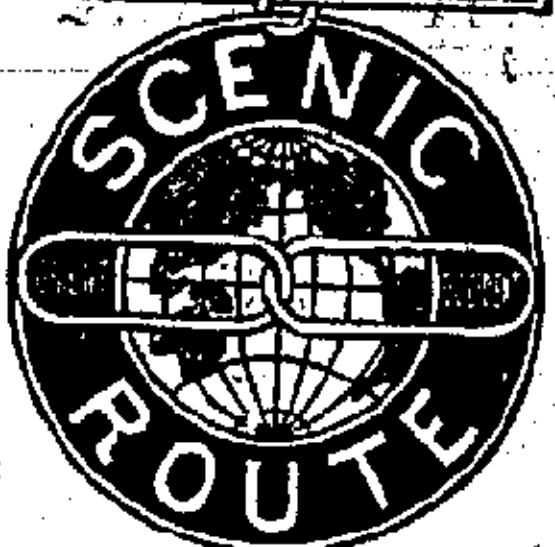
MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS		Sat, 27th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

SAN FRANCISCO TOYO KISEN KAISHA



TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

Two Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances, and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers,
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 525.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Hilo and Cebu	On 20th Apr., 4 P.M.
RUBI	4000	S. Crosby	Manila, Mangarin, Hilo and Cebu	On 30th Apr., 4 P.M.

For Freight or Passage, apply to
HONGKONG, 2nd April, 1912.

SHEWAN, TOMES & CO., General Managers,
PHILIPPINES S.S. CO. [13]

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Manchuria* arrived at
Manila on the 16th April, will sail for
Hongkong on the 18th April, and is ex-
pected to arrive at Hongkong on the 20th
April, at 8 a.m.

The T.K.K. str. *Chiyo Maru* left Yoko-
hama on the 15th April, for Hongkong,
and is expected to arrive at this port on
the 23rd April.

The P.M. S.S. str. *Nile* sailed from San
Francisco on the 2nd April, for Hongkong
via Honolulu, etc., and is due to arrive
here on the 30th April.

The P.M. str. *Mongolia* left San Fran-
cisco on the 10th April, for Hongkong,
via Honolulu, Yokohama, Kobe, Nagasaki
and Shanghai, and is due to arrive at this
port on the 7th May.

The T.K.K. str. *Nippon Maru* will be
despatched from San Francisco on the
17th April, for Hongkong, and is expected
here on the 11th May.

THE AUSTRALIAN MAIL.
The E. & A. str. *Wairarapa* left Sydney
on the 10th April for this port (via
Queensland Ports, Port Darwin, Timor
and Manila).

The I.G.M. str. *Coblenz* left Sydney on
the 10th April, at noon, and may be ex-
pected here on or about 3rd May.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. *Empress of Japan*
left Vancouver, B.C., for Hongkong (via
usual ports of call) on the 5th April, a.m.

THE MERCHANTS STEAMERS.
The N.Y.K. str. *Ceylon Maru* (Bombay
Line) left Singapore for this port on the
15th April, and is expected here on the
21st April.

The P. & O. Co.'s str. *Borneo* left
Singapore for this port on the 18th April,
at 8 a.m., and is due here on the 21st
April, at 4 p.m.

The Apar str. *Japan* from Shanghai
and Kobe left Moji on the 14th April,
p.m., and may be expected here on or
about the 19th April.

The H.A.L. str. *Sithonia* left Singapore
on the 17th April, a.m., and may be ex-
pected here on or about the 23rd April,
a.m.

The Swedish East Asiatic Co.'s str.
Peking left Port Said on the 28th March,
and is expected here on the 26th April.

The str. *Indramayo* passed the Suez
Canal on the 9th April, and is due here
on or about 8th May.

The T.K.K. str. *Hongkong Maru*
arrived at Honolulu on the 18th April,
and will sail for Hongkong via Japan
port on the 17th April, and is expected
here on the 23rd May.

The Ben Line str. *Bentley* from
Antwerp, Middlesbrough, and London left
Singapore on the 18th April, for this
port.

The "Mogul" Line str. *Lothian* left
United Kingdom on the 13th ult. for
Hongkong via the Straits.

The str. *Glenak* passed the Suez Canal
on the 9th April, and is due here on or
about 11th May.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Kufang, from Calcutta, is due in Hong-
kong 21st April.

Namsang, from Moji, is due in Hong-
kong 21st April.

Chongqing, from Chefoo, is due in
Hongkong and Canton 21st April.

Hopang, from Calcutta, is due in Hong-
kong 1st May.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Prinz Sigismund*,
which left here on the 23rd March,
arrived at Sydney on the 17th April, at
4 a.m.

The G.N. str. *Minnesota* left Manila
for this port on the 18th April, and is
expected here on the 20th April.

The N.Y.K. str. *Azusa Maru* (Euro-
pean Line) left Shanghai for this port
on the 19th April, and is expected here
on the 23rd April.

The N.Y.K. str. *Kitao Maru* (Euro-
pean Line) left Singapore for this port
on the 19th April, and is expected here
on the 24th April, a.m.

The Danish str. *Elaterioslar* left
Singapore on the 18th April, p.m., and
may be expected here on or about 27th
April, a.m.

The Doddwell Line str. *Montrose* sailed
from Shanghai on the 19th April, and is
due here on the 22nd April.

The cargo shipped from Vancouver and
Tacoma per str. *Robert Dollar* and
Harpagus destined to this port, is being
transhipped at Kobe to the following
vessels: *Yamaguchi*, *Panama*, *Mary*,
Ischia and *Muttra*.

The C.P.R. Co.'s str. *Empress of Japan*
arrived at Yokohama on the 19th April,
at 9 a.m., and left again at 4 p.m., same
day for Kobe, where she is due to arrive
on the 20th April, at 4 p.m.

The O.S.K. str. *Panama Maru* from
Tacoma left Shanghai for this port on
the 19th April, and is expected here on
the 22nd April, a.m.

The Swedish East Asiatic Co.'s str.
Peking left Singapore on the 18th April,
and is expected to arrive here on the 23rd
April.

The P. & O. str. *Oriental* left Singa-
pore at 4 p.m. yesterday, and is due here
at 7 a.m. on April 24th.

PRINTING

Nothing creates such a good impression in
business as the use of First Class Printing.
The difference in cost between good and bad
printing and material is generally nil.

THE HONGKONG DAILY PRESS
PRINTING WORKS

(Opposite the Post Office, at the Robinsons Building)

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, "PEKING"	...	6,500	On 23rd April.
KOBE and MOJI	...	9,000	About 10th May.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

CHURCH SERVICES.

UNION CHURCH.—Kennedy Road, Special
Preacher, Rev. F. P. Joseland. 11 a.m.:
Worship. Hymns 81, 127, 207. Chant 56.
Anthems: "Heaven unto me." 6 p.m. Worship
Hymns 395, 2, 270, 249, 617.

St. JOHN'S CATHEDRAL, Hongkong, 21st
April, 2nd Sunday after Easter. Holy Com-
munion (8.15 a.m.) Matins (11 a.m.) Responses.
Ferial; Venite, Barnaby; Psalms, of the 21st
morning; Te Deum, Gadsby in C.; Jubilate,
Gadsby in C.; Anthem, "The wilderness."
Goss. Holy Communion (1.15 a.m.) Kyrie,
Gadsby in C.; Hymns, 138, 555. N.B.—
Psalms 105, verses 1, 2, 7, 8, 17, 13, 24,
34, 35, 34, 44 in unison. Evensong (5.45
p.m.) Responses, Festival; Psalms, of the 21st
evening (11); Magnificat, Goss (7th evening);
Hymns, 259, 334, 125; Preacher, Rev. H.
Lloyd, R.M. Chaplain of H.M.S. *Fleta*. N.B.—
Psalms 106, verses 1, 2, 12, 17, 23, 43 and 46 in
unison.

UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams
lying in the Great Northern Telegraph Com-
pany's office at Hongkong:—

ADDRESS.
Anastasia
Chaney E A Hongkong Hotel...
Changshinghan Winglok street...
Chungh Hongkong Hotel...
Gobkonges Street...
Liess Passenger Princess Alice
Poorson Bradley
3390 1344 5894 0337 0077 0448
7115
9852

WEATHER REPORT.

On the 19th at 12.20 p.m.—The depression
which lay over the Gulf of Fetzchik yesterday
has deepened and moved Eastward to
Vladivostok.

Pressure has in consequence fallen consider-
ably at the latter station and over Japan, and
risen moderately over N.E. China. It continues
to fall along the S. coast of China.

Light or variable winds are indicated along
the S.E. coast, and over the China Sea.

Hongkong rainfall for 24 hours ending at
10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

DISTRICT	FORECAST.
Hongkong & Neighbourhood	Same as No. 1.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lamook	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.
Light or variable winds; blue, fog later.	

CHINA COAST METEOROLOGICAL REGISTER.

19th APRIL, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
Postok	7 a.	29.62	35	94	N	0	o
Nemuro	6 a.	30.19	—	—	N	0	o
Kobodate	6 a.	29.77	—	—	E	5	o
Tokio	6 a.	29.69	—	—	E	5	o
Koshi	6 a.	29.95	—	—	SSW	1	o
Nagasaki	6 a.	29.88	—	—	SSW	1	o
Kagoshima	6 a.	29.90	—	—	S	0	o
Oshima	6 a.	29.95	—	—	SW	1	o
Naha	6 a.	30.01	—	—	S	1	o
Ishijima	6 a.	30.01	—	—	SE	1	o
Bonin Is.	6 a.	29.99	—	—	S	1	o
Chefoo	6 a.	—	—	—	—	—	—
Yokohama	9 a.	29.90	64	30	SSW	3	o
Hankow	6 a.	—	—	—	—	—	—
Kinkiang	6 a.	—	—	—	—	—	—
Shanghai	6 a.	30.04	52	79	NE	1	o
Guizhou	6 a.	30.05	52	—	NE	2	o
Sharp Peak	7 a.	30.00	64	—	—	—	—
Amoy	6 a.	30.17	67	74	SE	2	o
Swatow	6 a.	29.99	67	90	—	—	—
Taihu	5 a.	29.98	—	—	—	—	—
Taihu	6 a.	29.98	—	—	—	—	—
Ninuan	6 a.	29.98	—	—	—	—	—
Yoshu	6 a.	29.97	—	—	E	2	o
Escadadores	6 a.	29.97	—	—	N	1	o
anton	9 a.	29.99	76	82	S	1	o
ongkong	6 a.	29.98	68	93	—	0	o
et. Peak	7 a.	—	—	—	N	1	o
ap Rock	6 a.	29.94	—	—	—	0	o
scno	6 a.	29.97	69	—	ESW	1	o
Yuchow	9 a.	30.01	74	86	W	1	o
Yichow	6 a.	29.95	—	—	—	—	—
Yanki	6 a.	29.95	72	—	ESW	2	o
Nanien	6 a.	29.95	73	—	SE	2	o
Oranore	6 a.	29.94	77	—	ESE	1	o
St. James	6 a.	29.96	—	—	ESE	1	o
Parri	6 a.	29.96	—	—	NE	1	o
Nanila	6 a.	29.99	—	—	—	0	o
Scaspi	6 a.	29.97	—	—	—	1	o
ascelod	9 a.	—	—	—	—	—	—
ailo	6 a.	—	—	—	—	—	—
ebu	6 a.	—	—	—	—	—	—
ebuan	6 a.	29.92	85	—	—	—	—

ri.	19	m	7.18	4 6	m	10 57	4
			5 25 a	6 3			

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

STRAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE (BORNEO AND YOKOHAMA)	About 22nd April.	Freight and Passage.
SHANGHAI	About 25th April.	Freight and Passage.
LONDON VIA USUAL PORTS (ASSAYE OF CABLE)	Noon. 27th April.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	10 A.M. 1st May.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th April, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

STRAMERS	TO SAIL
SHANGHAI	"LINAN" On 20th Apr. M'night.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA" On 22nd Apr. 4 P.M.
MANILA, OBU and LOILO	"KAIFONG" On 23rd Apr. 4 P.M.
SHANGHAI	"CHINHUA" On 25th Apr. 4 P.M.
WEIHAIWEI & TIENTSIN	"HUICHOW" On 26th Apr. 4 P.M.
TSINGTAU, CHEFOO & NEWCHANG	"KIUKANG" On 26th Apr. 4 P.M.
SHANGHAI	"ANHUI" On 27th Apr. M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU" S.S. "LINTAN" has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports. Bills of lading to all Yangtze and Northern China Ports. Bills of lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS

Hongkong, 20th April, 1912

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA, and PHILIPPINES,

via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also to Rio de Janeiro, Santos, Genoa, and other Mediterranean Ports, Black Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. SITHONIA ... 24th April.

S.S. ANDALUSIA ... 1st May.

S.S. BAYERN ... 8th May.

For Further Particulars, apply to—

FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. O. J. D. ARLERS... 4th May.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SACHSEN ... 6th May.
FOR HAVRE, BREMEN & HAMBURG:
S.S. C. FERD. LAIBISZ 12th May.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SITHONIA ... 30th May.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. ARCADIA ... 31st May.
FOR HAVRE, BREMEN & HAMBURG:
S.S. SCANDIA ... 7th June.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 18th April, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STRAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. S. Roach	TUESDAY, 23rd April, at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 26th April, at 11 A.M.
"HAIYING"	Capt. W. G. Parsons	TUESDAY, 30th April, at 11 A.M.

For SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... SUNDAY, 21st April, at 10 A.M.
"HAIMUN" ... Capt. A. H. Stewart ... WEDNESDAY, 24th April, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPEL & Co.,
GENERAL MANAGERS.

Hongkong, 20th April, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE

via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th May, 1912, Daylight.

Superior accommodation for 1st and 2nd Class Cabin and Stowage passengers. Cheap rates, Hongkong-Trieste, Venice, 550 1st, 236 2nd Class. No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for YOKOHAMA and KOBE via PHANGSA about 25th April.

S.S. "CHINA," 11,000 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PENANG, COLOMBO, CALCUTTA, KARACHI, ADEN, SUZ, PORT SAID, on 1st May.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice 245, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,
Princes' Building.

Hongkong, 12th April, 1912

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TERUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE—

STRAMERS	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
KIYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.

SOUTH AMERICA LINE—

STRAMERS	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, Noon.
NIPPON MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to Chicago). Taking cargo on through bills of lading to all Great Lakes and Canadian Ports in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STRAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 14th May, at 1 P.M.
	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 30th April, at 1 P.M.
	"MEXICO MARU"	6,064	TUESDAY, 23rd May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Furs and Peruda. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STRAMERS	LEAVES.
TAMUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 21st April, at Noon.
FOOCHOW via SWATOW and AMOY	"KAIJO MARU"	WEDNESDAY, 24th April, at Noon.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 1st May, at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,
MANAGER

772-7

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 24th April, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, N.M. Co.'s AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
ORIENTAL ...	5284	May 11	MALWA	11000	June 8	June 14
DEVANHA ...	8000	May 25	CHINA	8000	June 22	June 28
DELTA	8000	June 8	MACEDONIA	10500	July 6	July 12
ARCADIA ...	7000	June 22	MOREA	11000	July 20	July 26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE. \$106.14 RETURN.

2nd £48.8 2nd \$72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STRAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
NAMUR	7000	May 1
PALAWAN	5000	May 15
BOBNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE. \$82.10 RETURN.

2nd £38.10 2nd \$57.4

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STRAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUZ and PORT SAID	ATSUTA MARU + Capt. J. Nagao	9,000	{ WED'DAY, 24th April, at Daylight.
	HITACHI MARU Capt. T. Yamawaki	7,000	{ WED'DAY, 8th May, at Daylight.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. R. Shimizu	7,000	{ TUESDAY, 23rd April, at Noon.
	SADO MARU Capt. K. Asakawa	7,000	{ TUESDAY, 7th May, at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino	6,000	{ FRIDAY, 10th May, at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	{ FRIDAY, 7th June, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU Capt. T. Sato	6,000	{ MONDAY, 29th April.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope	9,000	{ THURSDAY, 25th April.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	{ WED'DAY, 8th May, at Noon.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Y. Tazawa	6,000	{ WED'DAY, 24th April.
KOBE DIRECT			
TAKOW (FORMOSA)			

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

† Calling at Rotterdam after Antwerp.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

(REGULAR FORTNIGHTLY SERVICE)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"JINSEN MARU," 4,000 tons, Capt. M. Masuda, Saturday, 20th April.

"TOTOMI MARU," 4,000 tons, Capt. A. Mooker, Saturday, 4th May.

1912 PASSENGER SEASON 1912

STRAMERS	TONS	CAPTAIN	From Hongkong
ATSUTA MARU	9,000	J. Nagao	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Mural	May 22nd.
KITANO	9,000	F. E. Cope	June 5th.
FOR SEATTLE.			
AWA MARU	7,000	R. Shimizu	April 23rd.
SADO	7,000	K. Asakawa	May 7th.
YOKOHAMA	7,000	N. Noda	May 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER.

[12-13-41]

WHY WORK ONE HOUR

If the same work can be done
IN A QUARTER OF AN HOUR!

BUY A

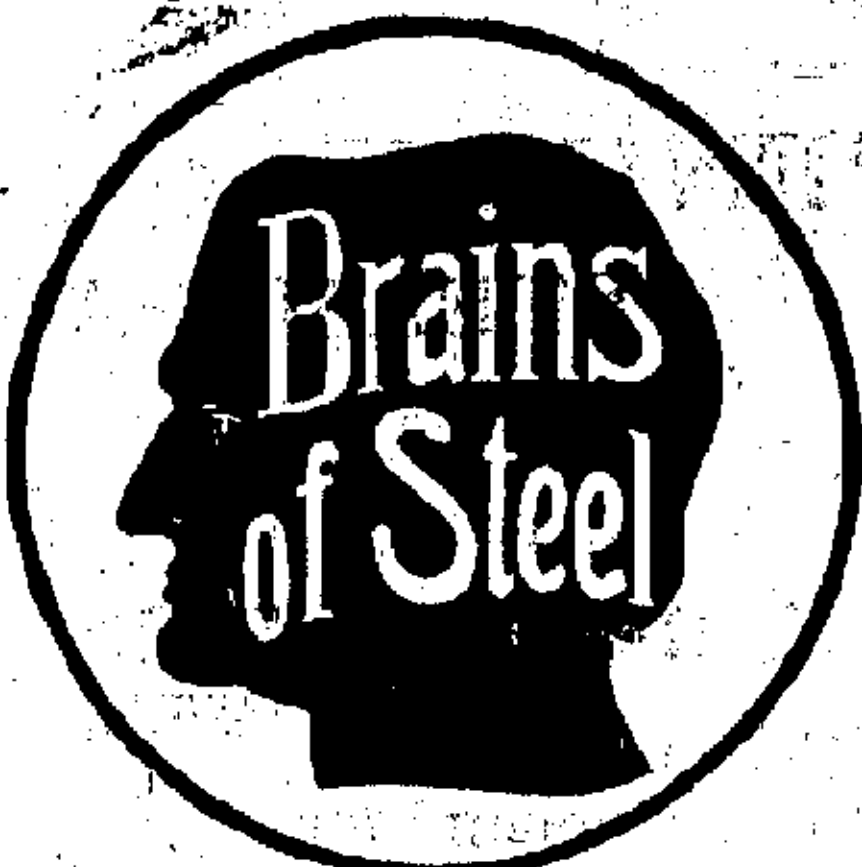
"BRUNSVIGA"

CALCULATING MACHINE

and you will save time and headache.

GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 19th April, 1912. [48-14]

\$220.

If you buy a
"CONTINENTAL"Your
PRESENT
TYPEWRITERwill be taken as part-
payment valued to its
condition.

Will be sent for inspection on application.

HUGO C. A. FROMM,

Hongkong, 9th April, 1912.

4, QUEEN'S BUILDINGS.

[48-15]

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 19th April, 1912.

[48-22]

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present
suspended: Hupeh, Hunan and Tientsin.

The Chihuahua, with the Siberian Mail, is due to arrive here to-morrow.

The Polynesia, with the Siberian Mail, is due to arrive here on Monday, the 22nd inst.

FOR	PER	DATE
Philippine Islands, Angaur, Yap, Pohnpei, Palau, etc.	Prinz Waldemar	Saturday, 20th, 8.00 A.M.
Japan via Kobe, Canada, Seattle, Tacoma, United States and Portland via Vancouver	Rygiel	Saturday, 20th, 10.00 A.M.
Batavia, Samarang and Sourabaya	Tyibodas	Saturday, 20th, 11.00 A.M.
Straits, Borneo and India via Calcutta	Jensen Maru	Saturday, 20th, 11.00 A.M.
Swatow, Amoy and Formosa	Pilsandich	Saturday, 20th, 11.00 A.M.
Straits, Borneo and India via Calcutta	Catherine Apear	Saturday, 20th, 1.00 P.M.
Philippine Islands	Tuengana	Saturday, 20th, 1.15 P.M.
Macao	Sui Tai	Saturday, 20th, 3.00 P.M.
Philippine Islands	Zafiro	Saturday, 20th, 3.00 P.M.
Lobnan and Sandakan	Mausang	Saturday, 20th, 3.00 P.M.

SHANGHAI, NORTH CHINA, JAPAN,
UNITED STATES, SOUTH AMERICA and
CANADA via VANCOUVER
(EUROPE via SIBERIA)

Empress of India
Registration, Kowloon
No late fee ... 5.00 P.M.
Letters ... 5.00 P.M.
Saturday, 20th, 5.00 P.M.
Sunday, 21st, 6.00 P.M.

Shanghai and North China
Shanghai and North China
Swatow, Amoy and Formosa
Macao

Hainan
Doigt Maru
Sui Tai
Changsha
Kutang
Awa Maru
Haitan

Shanghai, North China, Japan via Kobe,
Shanghai, North China, Japan via Moji,
Victoria B.C. and United States via
Seattle
Swatow, Amoy, Formosa and Poochow

Sunday, 21st, 9.00 A.M.
Sunday, 21st, 9.00 A.M.
Monday, 22nd, 1.15 P.M.
Monday, 22nd, 3.00 P.M.
Tuesday, 23rd, 10.00 A.M.
Tuesday, 23rd, 10.00 A.M.
Tuesday, 23rd, 10.00 A.M.

SHANGHAI, NORTH CHINA, JAPAN,
HONOLULU, UNITED STATES, CANADA,
and SOUTH AMERICA via SAN
FRANCISCO
(EUROPE via SIBERIA)

China
Registration, Kowloon
No late fee ... 9.30 A.M.
Letters ... 11.00 A.M.
Tuesday, 23rd, 11.00 A.M.
Printed Matter and Samples ... 10.00 A.M.
Registration ... 10.15 A.M.
Registration with late fee of 10 cents, up to 11.00 A.M.
Registration, Kowloon
No late fee ... 9.30 A.M.
Letters ... 11.00 A.M.
Tuesday, 23rd, 3.00 P.M.
Tuesday, 23rd, 5.00 P.M.
Wednesday, 24th, 8.00 A.M.
Wednesday, 24th, 10.00 A.M.
Wednesday, 24th, 11.00 A.M.
Thursday, 25th, 11.00 A.M.

SAIGON, STRAITS, CEYLON, ADELAIDE,
WESTERN AUSTRALIA, INDIA, ADELAIDE,
EGYPT and EUROPE via Marseilles
Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail ...
Late Letters 11.00 A.M. to NOON
Extra Postage 10 cents

Polynesia
Kafong
Awa Maru
St. Kang
Haitan
Cheongshing
Kwangang

COMMERCIAL

CLOSING QUOTATIONS.

April 19th.

April 1914.

ON LONDON—	Telegraphic Transfer	1/11 1/2
	Bank Bills, on demand	1/11 1/2
	Bank Bills, at 30 days sight	1/11 1/2
	Bank Bills, at 4 months sight	1/11 1/2
	Credits, at 4 months sight	1/11 1/2
	Documentary Bills 4 months sight	2/11 1/2
ON PARIS—	Bank Bills, on demand	247
	Credits, at 4 months sight	251 1/2
ON GERMANY—	On demand	201
ON NEW YORK—	Bank Bills, on demand	47 1/2
	Credits, at 60 days sight	48 1/2
ON BOHAI—	Telegraphic Transfer	1/46
	Bank, on demand	1/46 1/2
ON CALCUTTA—	Telegraphic Transfer	1/46
	Bank, on demand	1/46 1/2
ON SHANGHAI—	Bank, at sight	73
	Private, 30 days sight	73 1/2
ON YOKOHAMA—	On demand	95 1/2
ON MANILA—	On demand—Pesos	96 1/2
ON SINGAPORE—	On demand	83 1/2
ON BATAVIA—	On demand	11 1/2
ON HAIPHONG—	On demand	11 1/2
ON SAIGON—	On demand	11 1/2
ON BANGKOK—	On demand	77
SOVEREIGNS, Bank's Buying Rate		\$10.15
GOLD LEAF, 100 fine, per toad		\$53.30
BANK SHEET, per oz.		27 1/2

SUBSIDIARY COINS.

Chinese	20 cents piece	16.97 discount
Chinese	10	16.45
Hongkong	20	16.48
Hongkong	10	17.05

MAILS VIA SIBERIA.

London	Due	16th
March 30th	April 16th	

SHARE LIST—QUOTATIONS, HONGKONG, APRIL 19TH, 1912.

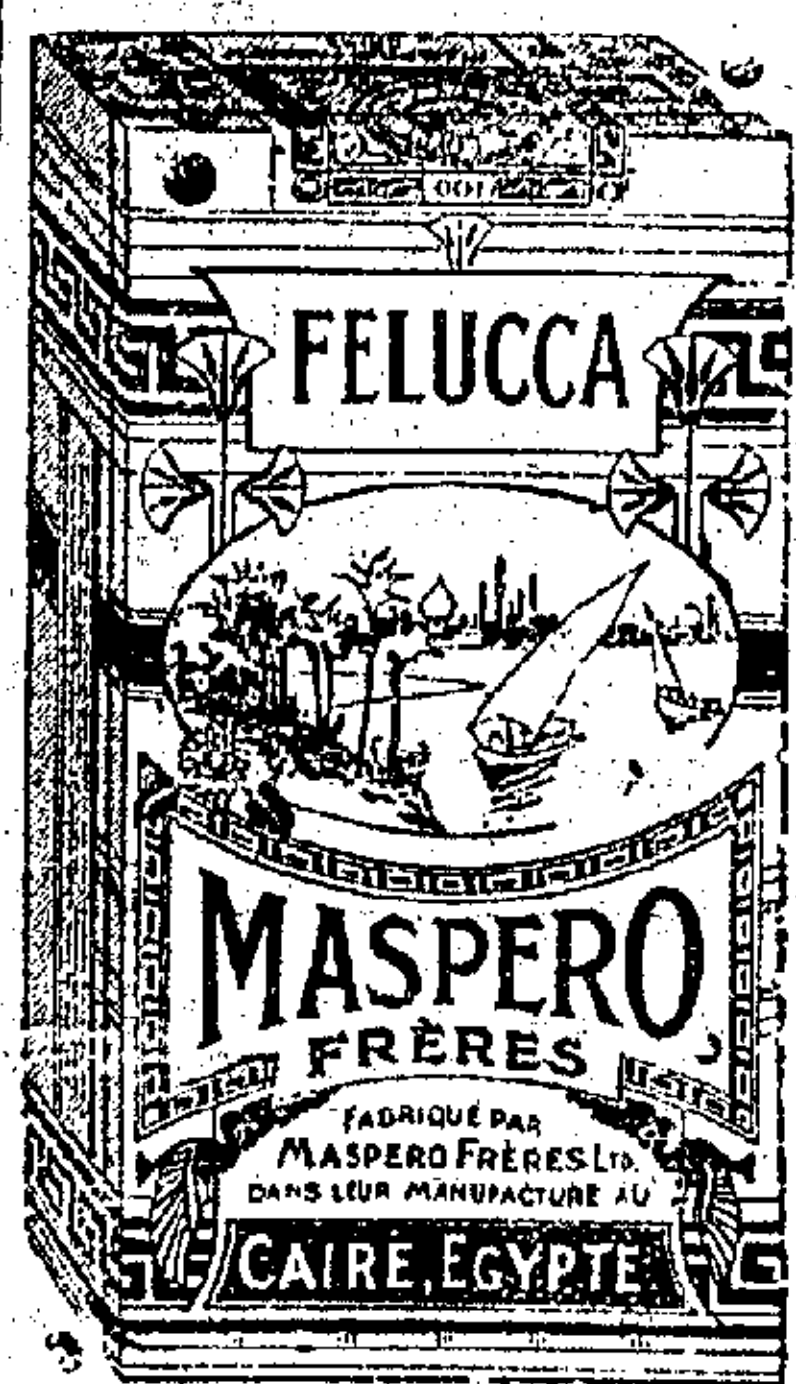
STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTA- TIONS CASH
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$850
China Bank Corporation, Limited	60,000	\$12	all	\$10 1/2
China Light and Power Company, Limited	50,000	\$5	all	\$1.20, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8, sal. & buy.
COTTON MILLS—				
Bow Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 89
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sales
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$21 1/2, buyers
DOCKS AND WHARVES—				
H'kong & Kowloon Wharf & S. Co., Ltd.	60,000	\$50	all	\$58
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$4 1/2	all	\$48
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6 1/2, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85
Green Island Cement Co., Limited	400,000	\$10	all	\$44, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$23 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$109
Manila Metropolitan Hotel Limited	8,000	\$25	all	\$68 1/2, buyers
Hongkong Ice Company, Limited	15,000	Pa. 10	all	P81
Hongkong Rope Manufacturing Co., Limited	50,000	\$25	all	\$205
H'kong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$18
INSURANCE—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$205, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132
China Trade Insurance Co., Limited	24,000	\$53.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$340, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 145
Union Insurance Society, Limited	12,400	\$250	\$100	\$870, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$210, Ex 73
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$104, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$74, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$34
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$54
Maatschappij tot Exploitatie van Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 70, buyers
MINING—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$21	all	40 1/2, sellers
Tonghai Mines, Limited	160,000	\$21	all	72 1/2
Heawood Tin and Rubber Estate, Ltd.	715,280	2 1/2	all	5 1/2, sellers
Raub Australian Gold Mining Co., Ltd.	200,000	\$21	all	\$4.70, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$12 1/2, sales
Philippine Co., Limited	50,000	\$10	all	\$12.20, sales
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$105
Luen Sugar Refining Co., Limited	7,000	\$100	all	\$33 1/2, sellers
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$114
Douglas Steamship Co., Limited	20,000	\$50	all	\$21, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$70, L'don. bu. £7. 15s.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	112 1/2
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$1, buyers
Star Ferry Company, Limited	10,000	\$10	\$5	\$19, buyers
South China Morning Post, Limited	10,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$6, sellers
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$6 1/2, buyers
Watkins, Limited	10,000	\$10	all	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5 1/2
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Salpêtres et Poudres du Tonkin	13,200	\$50	all	\$40
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$4	\$10
Union Waterboat Co., Limited	100 shares	\$10	all	\$300
	50,000	\$10	all	\$74

Para Rubber in London	Amount	Value	Interest	Quotation
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Per.
VERNON & SYMTH, Share Brokers				

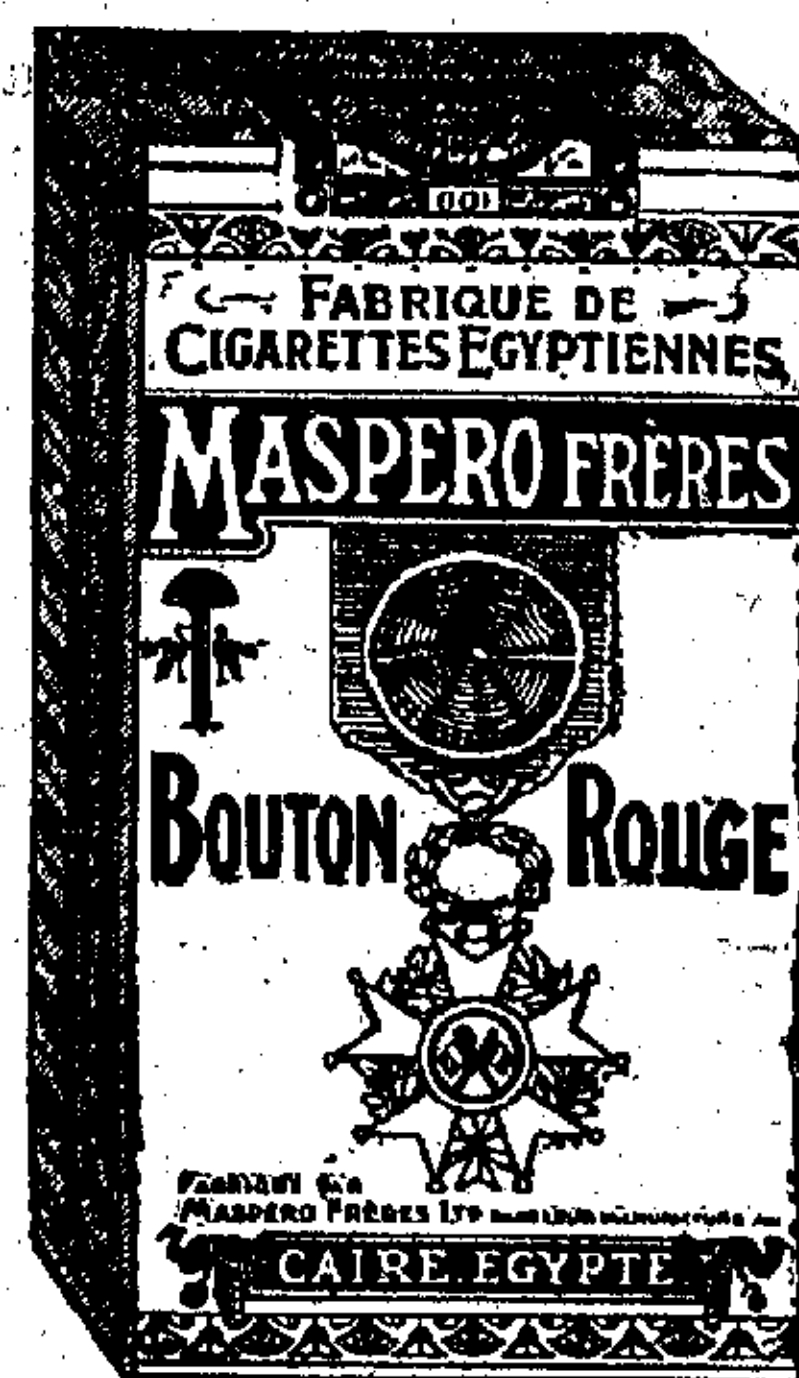
TO-DAY	TO-NIGHT
1.30 P.M.—Fifteenth Athletic Meeting of V. B. C. at the Happy Valley.	9.15 P.M.—Bandmann Opera Co., at the Theatre Royal—Peggy.
7.45 P.M.—Hongkong Football Club Annual Dinner in the Hongkong Hotel.	

PORTFOLIO EVENTS.	TO-NIGHT
Monday, 22nd April—Auction of Crown Land at Island Lots Nos. 54 and 1558, by Public Works Dept., 3 P.M.	9.15 P.M.—Bandmann Opera Co., at the Theatre Royal—Peggy.
Tuesday, 23rd April—Thirty-Ninth Ordinary Meeting of Union Insurance Society of Canton, Ltd., Noon.	
Tuesday, 23rd April—Forty-Sixth Ordinary Meeting of China Traders' Insurance Co., Ltd., 12.30 P.M.	
Saturday, 27th April—Half-Yearly Meeting of Hongkong Jockey Club, 12.30 P.M.	
Saturday, 27th April—The Great Raymond at the Theatre Royal, 9 P.M.	
Monday, 29th April—Extraordinary General Meeting of the Hongkong and Whampoa Dock Co., Ltd., Noon.	

ORIENT.	April 19th
Quotations are:—	
Malwa New	43.350 3 3/5 per picul.
Malwa Old	43.350 3 4/10
Malwa Older	43.425 3 4/10
Malwa V. Old	43.450 3 4/10
Persian fine quality	\$1.725
Persian extra fine	\$2.580
Patna New	\$3.850
Patna Old	\$3.850
Benares New	\$3.850
Benares Old	\$3.750

Bouton Rouge
and FeluccaEGYPTIAN
CIGARETTES

A LUXURY TO THE MAN OF TASTE.



TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON—

"We beg to inform you ROYAL
WARRANT awarded our Company
for Milk."



MILKMAID

CONDENSED MILK.
STERILIZED NATURAL
MILK.
EVAPORATED CREAM.

ON SALE AT ALL STORES.

"Worth having"



GANDE, PRICE & CO., LTD.

PROPRIETORS.

D. & J. M'CALLUM, EDINBURGH.

TOASTING BY ELECTRICITY.

Toast can be made by our Electric Toaster quicker, cleaner and cheaper than by
any other method.

TOAST IN ONE MINUTE, after switching on for about 2 minutes to allow the
Toaster to warm up toast can be made in about 1 minute, the toast is crisp—hot and
brown, free from all black marks and without that unpleasant taste of fumes, inseparable
from the use of coal or gas fires.

LOW COST—the current consumption for one meal is infinitesimal, used for one
hour continually the consumption is only half a unit.

We carry large stocks of other Heating and Cooking specialties such as—Kettles,
Saucepans, Hot Plates—Irons, Glue Pots—Soldering Irons—Shaving Pots, etc., etc.
A visit to our showroom is requested.

WILLIAM C. JACK & CO., LTD.

ELECTRICAL AND MECHANICAL ENGINEERS,

14, Des Vaux Road Central, Hongkong.

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